

Route 24

Updated: October 2005

Sigurd via Hanksville to Green River. Wayne - Paiute County line - Hanksville, August 23, 1910; Sigurd - Wayne County line, August 2, 1912; Hanksville - Green River, May 14, 1935.

1953 Description:

From Route 11 via Sigurd, Fish Lake Junction, Loa and Fruita to Hanksville; thence northeasterly, to Route 8 west of Green River.

**(A) Scanned)

1963 Description:

Route 8 was deleted and changed to route 4. Approved by Legislature.

**(B) Scanned) December 5.1963.

1964 Description:

From Route 11 via Sigurd, Fish Lake Junction, Loa and Fruita to near Hanksville, thence northeasterly to Route 4 (Interstate Route 70) west of Green River.

**(C) Scanned)

1965 Legislature:

(Transferred to new alignment west and north of Hanksville - portion of old alignment transferred to jurisdiction of Wayne County - SR-95 extended via Hanksville to new alignment.

**(D) Scanned)

1967 Legislature:

***(E) 1969 Commission Action:**

0.909 miles of the old alignment transferred to the jurisdiction of Wayne County by Commission action *(F) June 12, 1969.

***(H) 1971 Description:**

(approved by State Road Commission July 16, 1971,) From SR-28 in Salina southerly via Loa to near Hanksville; thence northeasterly to SR-4 (Interstate Route 70) at Buckmaster Interchange west of Green River.

*(G)

1975 Legislature: Description remains the same.

1979 Legislature:

From SR-50 near Salina southerly via Loa to near Hanksville, thence easterly to Route 70 at Buckmaster Interchange west of Green River.

*(I)

1983 Legislature: Description remains the same.

1985 Legislature: Description remains the same.

Route 24 Cont.

1986 Legislature: Description remains the same.

1987 Legislature: Description remains the same.

1988 Legislature: Description remains the same.

1990 Legislature: Description remains the same.

1992 Legislature: Description remains the same.

1993 Legislature: Description remains the same.

1994 Legislature: Description remains the same.

1995 Legislative Description:

From Route 50 near Salina southerly via Loa to Hanksville; thence northeasterly to Route 70 at Buckmaster Interchange west of Green River.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislative Description:

From Route 50 near Salina southerly through Loa to Hanksville; then northeasterly to Route 70 at Buckmaster Interchange west of Green River.

1999 Legislature: Description remains the same.

2000 Legislature: Description remains the same.

2001 Legislature: Description remains the same.

2002 Legislature: Description remains the same.

2003 Legislature: Description remains the same.

2004 Legislature: Description remains the same.

* Refers to resolution index page following.

** Refers to Scanned Computer Resolution index on following page.

Route 24

COUNTY/VOLUME & RESOLUTION NO.

A. Garfield Co. 1/34	B. Wayne Co. 1/64	C. Emery Co. 1/84
D. Wayne Co. 1/111	E. Wayne Co. 3/4	F. Wayne Co. 3/5
G. Wayne Co. 4/4	H. Emery Co. 4/17	I. Wayne Co. 6/24

DESCRIPTION OF RESOLUTION CHANGE

- (A). Relocation/New Alignment - From Fruita to Jct. with old alignment.
- (B). Relocation/New Alignment - Near the Fremont River Bridges west and northeast of Hanksville.
- (C). Relocation/New Alignment - To I-70 Buckmaster Draw Interchange.
- (D). Relocation/New Alignment - East of Capitol Reef Monument
- (E). Relocation/New Alignment - In Hanksville.
- (F). Relocation/New Alignment - At the Fremont River west of Torrey.
- (G). Relocation/New Alignment - Between Bicknell and Torrey.
- (H). Relocation/New Alignment - From Greasewood Wash to I-70 Buckmaster Interchange.
- (I). Realignment - Old Alignment from near Fremont River to Muddy River transferred to jurisdiction of Wayne Co.

Submitted: 6/22/61

RESOLUTION

Designation of State System

In order to maintain continuity in the State Road System, it is desirous at this time that the following road be revised as an interim designation.

Route 24 - East of Fruita

Be it resolved that the location of State Route 24 be revised as an interim designation, subject to the approval of the legislature to delete that portion of road from Fruita southeasterly and northeasterly to a junction with the new alignment of State Route 24 southwest of Caineville, and the new alignment of State Route 24 from Fruita easterly via the river route be added to the State System. This would decrease the length of State Route 24, 5.1 miles.

Approved July 10, 1961

SR-24
34

FOREST

Big Tuley

City of

Fort Astle

CAPITOL

FREMONT

REEF

NATIONAL

MONUMENT

UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES

24

- Addition to State Road System
- Deletion from State Road System
- Transferred to local Jurisdiction

File # 67-2261
Date Approved: 7/10/61

Scale
of Miles

9/2

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : C. Taylor Burton, Director of Highways

DATE: July 13, 1962

FROM : W.J. Stephenson, District Engineer

SUBJECT: Highway U-24 Capitol Reef National Monument

On July 10, 1962, a final inspection was made of the Park Service section of U-24 construction between Fruita and the east boundary of Capitol Reef National Monument.

Those in attendance were:

William T. Krueger, Superintendent, Capitol Reef Nat'l. Monument
 Jon R. Larson, Project Landscape Architect, Park Service
 Donald R. Tapp, Student employee, Park Service
 L.J. Morrison, Area Engineer, S.P.R.
 C.B. Mushavitch, Project Engineer, S.P.R.
 Hal Raymond, Contractor
 Woodrow Winters, Contractors Superintendent
 J.B. Shaws, Construction Engineer
 W.J. Stephenson, District Engineer

The project was found to be complete in a satisfactory manner. All work has been completed with the exception of the hand rails on the Fremont River Bridge. It was explained the contractor had not been able to get delivery on this hand rail; however it was expected it would be delivered and installed within the next few days.

It is our recommendation the Highway Dept. accept this roadway for maintenance as of July 16, 1962. We also suggest that with the acceptance of this road, the by passed section of U-24 from Park Headquarters Building southeasterly through the Capitol Wash, past Hots and thence to the junction of U-24 near Aldridge (Sta. 9942) be released to the Park Service and, or Wayne County.

The Park Service wishes to reserve the right to seed the fill slopes, dikes and borrow pits this fall.

WJStephenson/dt
 cc: R.W. Griffin
 J.B. Shaws
 W.T. Krueger
 J.W. Booth
 B.D. Burningham

RECEIVED

JUL 16 1962

Utah State Road Commission
 Highway Planning Dept.

present bridge. Some savings could be realized. It was estimated the construction cost would amount to \$750,000 including 10% contingencies. It was felt revision of plans for design of the Alternate line could be accomplished without much difficulty with September 8th as a dead line for advertising the project.

Commissioner Smirl made the motion, which was seconded by Commissioner Felch and unanimously passed:

That the Commission accept the Alternate alignment for NS-371(1) Caineville Southwesterly with the additional .2 mile, and provide \$150,000 additional for this project from State funds, with September 8th as a date for advertising the project.

Representative Harward was happy with the decision.

AUTHORIZATION FOR AWARDDING OF PROJECT NF-15-1(1) MCGUIRE CANYON SOUTHEASTERLY
3.4 MILES, SURFACING

Director Burton stated the bid on the above project overran the estimate for 14½%, and recommended that the bid be accepted, even though it is overrun. The total amount of the bid was \$92,414; whereas the Engineer's estimate was \$80,955. It was pointed out by Mr. Griffin that the project was originally 2.2 miles, and about a mile beyond the summit has always been rough, so this was added making the distance 3.4 miles. He felt that with the additional quantities, the contractor would lower some of the unit prices. Another consideration was the fact that there wouldn't be time to re-advertise and launch it this construction season.

The Director said any action of the Commission would be predicated on the fact that only one bid was received, which the Construction Section indicated was fair and equitable.

It was moved by Commissioner Felch, seconded by Commissioner Balch, and unanimously passed that:

The Commission follow the recommendation of the Staff and award the contract to LeGrand Johnson Construction Company, Inc. for \$92,414.00.

FINANCIAL REPORTS

Chief Accountant Dean Steed reviewed the prepared Financial Reports for May 1962. He pointed to the increase in gas money for May, which shows an increase this month over last year of \$91,000. It was noted here by Commissioner Strong, that a

Relinquishment of Realigned Highway
Change and Transfer in State and Federal Aid Route Numbers
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

RESOLUTION

State Route 24
State Route 95

WHEREAS, it is felt that a realignment of State Route 24 near Hanksville, will provide for greater highway safety and result in more economical highway operation and maintenance, and

WHEREAS, portions of the old alignment will no longer be justified as a part of the State Highway System, but, nevertheless will still serve as a public road,

NOW, THEREFORE, pursuant to the authority of Sec. 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That State Route 24 on its old alignment from a point near the Fremont River Bridge west of Hanksville easterly, to the proposed new connection of State Route 24 and 95, and from the old junction of State Route 24 and 95 northeasterly, to a point near the Fremont River Bridge, be transferred to the jurisdiction of Wayne County, a distance of approximately 4.0 miles.
2. That the proposed new alignment between points near the Fremont River Bridges west and northeast of Hanksville, be designated as State Route 24, a distance of approximately 2.9 miles.
3. That State Route 95 be extended from its present termini in Hanksville westerly, via a portion of the old location of State Route 24 to the proposed new connection to State Route

SR-24 &
95
64

24; thence northerly, via the proposed connection to a junction with State Route 24, a distance of approximately 1.3 miles.

4. That application be made to the U. S. Department of Commerce, Bureau of Public Roads, to delete Federal-Aid Secondary Route 331 from the Federal-Aid System of Highways, and redesignate it as part of Federal-Aid Secondary Route 371, thus maintaining continuity in the Federal-Aid System of Highways.

And, that the proposed new alignment of State Route 24 be designated as Federal-Aid Secondary Route 371, thus deleting that portion of Federal-Aid Secondary Route 371 from a point near the Fremont River Bridge west of Hanksville to its present termini in Hanksville.

And, that Federal-Aid Secondary Route 370 be extended from its present termini in Hanksville westerly, via a portion of the old location of Federal-Aid Secondary Route 371 to the proposed new connection to State Route 24; thence northerly, via the proposed new connection to a junction with Federal-Aid Secondary Route 371.

5. That by this action, State and Federal-Aid Secondary Systems will be decreased approximately 1.0 mile, and the Wayne County "B" mileage will be increased approximately 4.0 miles, at such time as the new alignment is placed in traffic service.
6. That Exhibit "A" and "B" attached herewith, illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 5th day of December, 1963.

STATE ROAD COMMISSION OF UTAH

Amos K. Bagley

Chairman

Francis F. Felt

Commissioner

Elias Strong

Commissioner

Amos K. Bagley

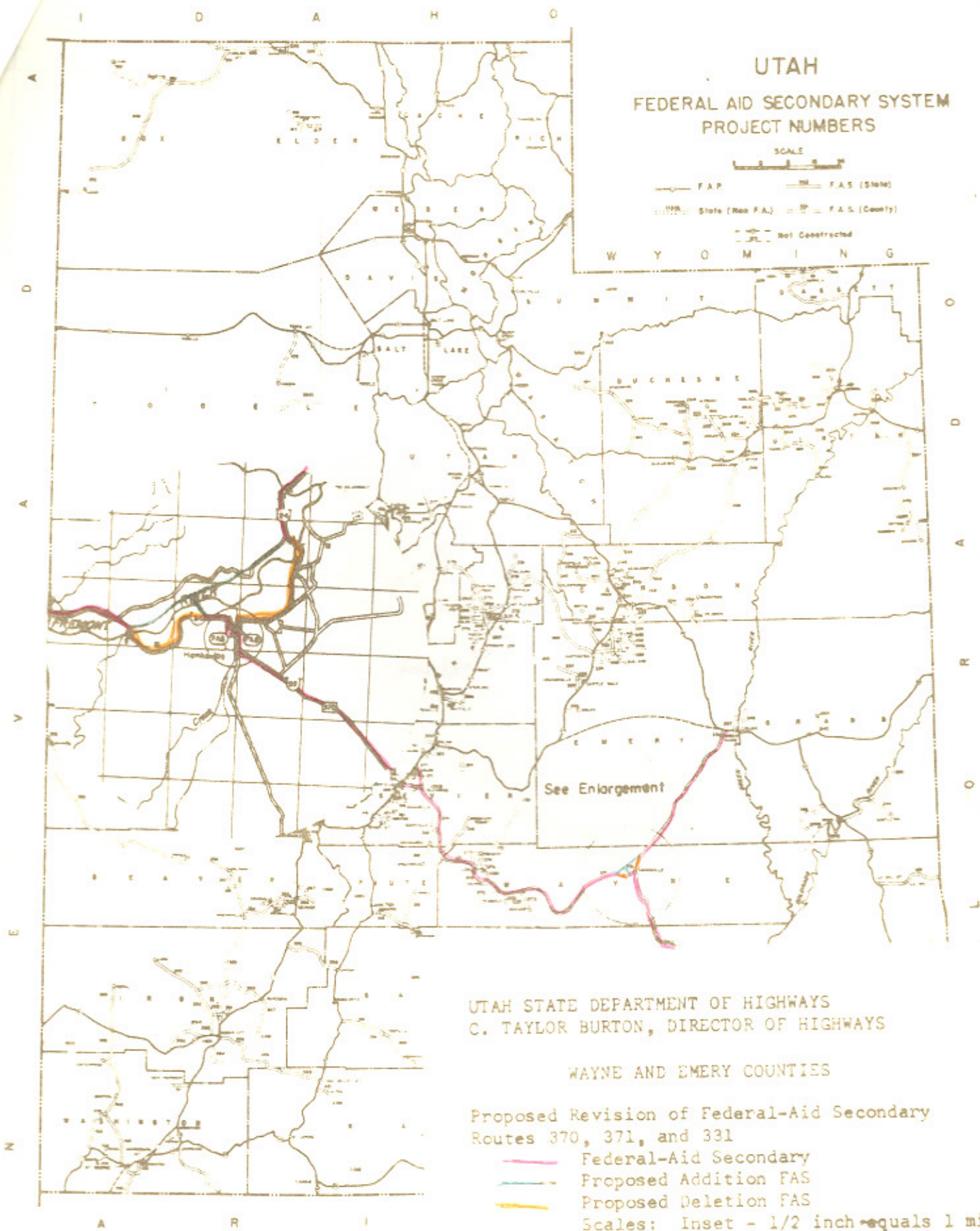
Commissioner

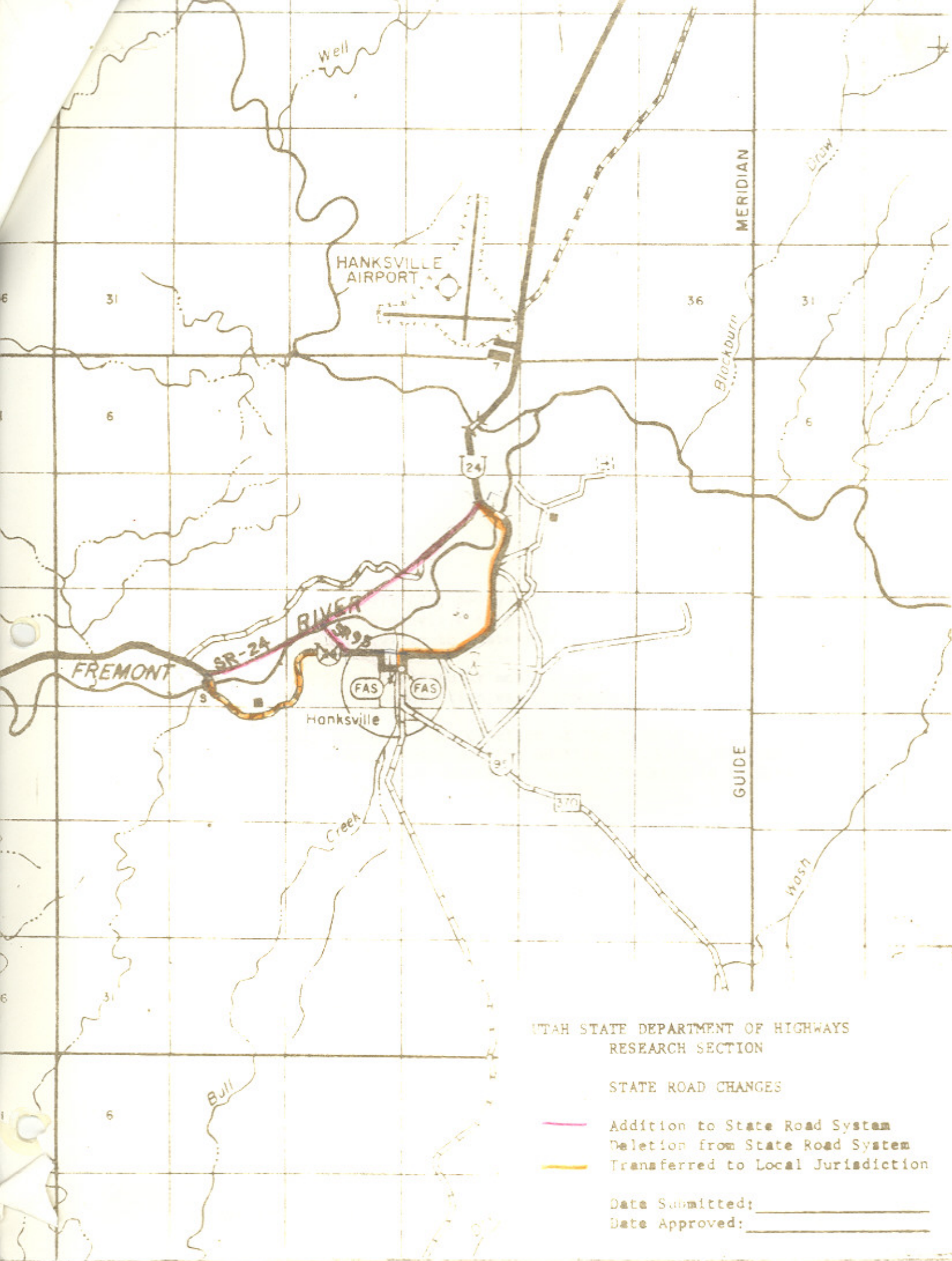
W. J. Smith

Commissioner

ATTEST:

Clarence J. Albrecht
Secretary





Wayne County

STATE OF UTAH

LOA, UTAH

COMMISSIONERS:
CARLYLE BAKER
JOHN BRINKERHOFF
WORTH SORENSON

JAMES ELLETT
EUGENE BLACKBURN
EARL BROWN
GRACE POTTER

TREASURER

ASSESSOR

SHERIFF

CLERK & RECORDER

October 7, 1963

Utah State Road Commission
New State Office Bldg.
Salt Lake City 84114, Utah

Gentlemen:

Subject: Projects 8-0371 (7), 8-0370 (3), and 8-0331 (1) State Road 24, West of Hanksville to North of Hanksville and State Road 95 from Hanksville to State Road 24 North of Hanksville.

On October 7, 1963, at the regular monthly meeting of the Wayne County Commissioners, the following resolution was approved:

"That Wayne County concur on the deletion of the Federal-aid Secondary Route 331 Hanksville to Green River and the addition of Route 371 from the junction of Federal-aid Secondary Route 370 West of Hanksville to Green River located as revision of State Roads 24 and 95.

Very truly yours,

Wayne County Commissioners

Mr. Douglas
JNS

Carlyle Baker
Chairman

John Brinkerhoff
Member

John Brinkerhoff
Member

Relinquishment of Realigned Highway
Change and Transfer in State and Federal-Aid Route Numbers
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

RESOLUTION

State Route 8
State Route 24

WHEREAS, with the programed new connections to Interstate Route 70 west of Green River City and,

WHEREAS, the old alignment of State Routes 24 and 8 will no longer be justified as a part of the State Highway System but, nevertheless, will still serve as public roads.

NOW THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That the old alignment of State Route 24 from the proposed new connections to State Route 24 Interchange to a junction with State Route 8 (US-50-6) be transferred to the jurisdiction of Emery County, a distance of approximately 8.8 miles.
2. That the proposed new alignment to State Route 24 Interchange, be designated as State Route 24.
3. That the old alignment of State Route 8 from the proposed new connection to US-50-6 Interchange to West Green River Interchange be transferred to the jurisdiction of Emery County, a distance of approximately 3.5 miles.
4. That the proposed new alignment to US-50-6 Interchange be designated as State Route 8.
5. That application be made to the U. S. Department of Commerce, Bureau of Public Roads, to relocate the Federal-aid Primary and Federal-aid Secondary Routes effected by the aforementioned State Route changes.
6. That by this action, State Highway System mileage will be decreased approximately 7.3 miles and Emery County "B" mileage will be increased approximately 12.3 miles, at such time as the new alignment is placed in traffic service.

7. That Exhibit "A" attached herewith, illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 20th day of March, 1964.

STATE ROAD COMMISSION OF UTAH

Orville F. Smith

Chairman

Frank Smith

Commissioner

Cliff Strong

Commissioner

Ames K Bagley

Commissioner

W. J. Smith

Commissioner

ATTEST:

Clarence J. Allred

Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES

— Addition to State Road System
— Deletion from State Road System
— Transferred to local jurisdiction
 Date Submitted: _____
 Date Approved: _____



RESOLUTION T^h

State Routes 2, 6, 8, 15, 24, 26, 29, 44, 54, 123, 155, 236, 259

WHEREAS, with the completion of various projects resulting in the re-construction of new roadway on new alignment and

WHEREAS, portions of the old alignment will no longer serve as roadways but nevertheless other sections will still serve as public roads, though not justified as part of the State Highway System and

WHEREAS, a physical inventory was made of all roadways concerned in this resloution and

WHEREAS, all county officials concerned were contacted and their letters of concurrence in our recommendations are forthcoming and

WHEREAS, it has been recommended by the District Engineers concerned.

NOW THEREFORE, pursuant to Authority 12-27-12, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

22-2-4 1. Route 2 - Summit County, Project I-80-4(8)190, west of Wyoming line, a distance of 4.373 miles built on new location. Three sections of the old roadway are no longer within the N/A line and are of no further use as public roadway, therefore all portions of roadway on old alignment are abandoned, a distance of 4.200 miles, resulting in an increase of 0.173 mile in the State System of Highways.

24-6-2 Route 6 - Uintah County, Project F-015-3(4) west of Vernal, a distance of 2.055 miles built on new location. All portions of old alignment have either been obliterated or barricaded by barriers, therefore, all portions of the old alignmnet are abandoned, a distance of 2.405 miles, resulting in a decrease of 0.350 mile in the State System of Highways.

85-1 Route 8 - Emery County, Projects F-028-3(5) and F-028-3(6) south of

Carbon County line, a total distance of 14.712 miles built on new location. All portions of the old alignment have either been obliterated, including removal of some structures, or barricaded, with the exception of that portion of old alignment from a connection with the new alignment south of Price River northerly to Woodside, a distance of 0.7 + - mile. Therefore, all portions of the old alignment are being abandoned, a distance of 14.299 miles, with the exception of that portion that is being used as a public road from a connection with the new alignment south of Price River to Woodside which is transferred to the jurisdiction of Emery County, resulting in an increase of 0.7 + - mile in Emery County "B" mileage and a decrease of 0.287 mile in the State System of Highways.

3.15-2 Route 15 - Kane County, Projects F-014-1(2) and FLH-37-(1) east of Zion Park Boundary, a distance of 2.809 built on new location. All portions of the old alignment have been closed to the public with the exception of that portion of the old alignment from a connection with the new alignment northeasterly to a mine road, a distance of 0.400 mile. Therefore, all portions of the old alignment are abandoned, a distance of 3.942 miles, with the exception of that portion being used as a connecting roadway to the mine road which is transferred to the jurisdiction of Kane County, resulting in an increase of 0.4 + - mile in Kane County "B" mileage and a decrease of 1.533 mile in the State System of Highways.

28-20-4 Route 24 - Wayne County, Projects NS-371(1) and S-0371(5) east of Capitol Reef Monument, a distance of 14.484 miles built on new location. From Engineer Station 851 + - to 652 + - transferred to the jurisdiction of Wayne County, a distance of 3.600 miles, all remaining portions of the old alignment have been obliterated and, therefore, are abandoned, a distance of 11.646 miles, resulting in an increase of 3.6 + - miles in Wayne County "B" mileage and a decrease of 0.762 mile in the State System of Highways.

12-26-4 Route 26 - Juab County, Project F-029-3(2) from a junction with State Route 148 southwesterly, a distance of 6.615 miles built on new location. From

Engineer Station 1201 + - to 1115 + - the old alignment has been obliterated and, therefore, is abandoned, a distance of 1.949 mile. From Engineer Station 1115 + - to 85 + - to be transferred to the jurisdiction of Juab County, a distance of 5.030 miles, resulting in an increase of 5.0 + - miles in Juab County "B" mileage and a decrease of 0.364 mile in the State System of Highways.

8.29-1 Route 29 - Emery County, Project NR-29-1 Sanpete County line easterly, a distance of 5.908 miles built on new location. All portions of old roadway abandoned, a distance of 1.900 mile, as it will be inundated as a result of the construction of Joes Valley Reservoir, resulting in an increase of 4.008 miles in the State System of Highways.

8.30-2 Route 44 - Daggett County, Project S-0192(1) south of Manila, a distance of 2.186 miles built on new location. From Engineer Station 2145 + - to 2069 + - will serve as a public roadway and, therefore, is transferred to the jurisdiction of Daggett County, a distance of 2.400 miles, resulting in an increase of 2.4 + - miles in Daggett County "B" mileage and a decrease of 0.712 mile in the State System of Highways.

8.31-2 Route 54 - Garfield County, Project S-0392(5) near Escalante, a distance of 3.818 miles built on new location. From Engineer Station 226 + - to 111 + - to be abandoned as connections to this section of old alignment have been obliterated, a distance of 2.727 miles. From Engineer Station 111 + - to 44 + - to be transferred to the jurisdiction of Garfield County, a distance of 1.046 mile and from Engineer Station 44 + - 25 + - be transferred to the jurisdiction of Escalante City, a distance of 0.629 mile, resulting in an increase of 0.6 + - mile in the Escalante City "C" mileage, an increase of 1.0 + - mile in Garfield County "B" mileage and a decrease of 0.584 mile in the State System of Highways.

8.32-1 Route 123 - Carbon County, Project S-0294(1) near Sunnyside, a distance of 0.625 mile built on new location. All portions of old alignment will still serve as a public road, a distance of 0.691 mile and, therefore, will be transferred to

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The construction on new location, transfers and abandonments indicated in the accompanying resolution resulted in a total of 64.816 miles being built on new location, 0.629 mile transferred to City "C" mileage, 18.767 miles transferred to County "B" mileage and 46.095 miles abandoned, resulting in a decrease of 0.675 mile in the State System of Highways.

the jurisdiction of Carbon County, resulting in an increase of 0.7 + - mile in Carbon County "B" mileage and a decrease of 0.066 mile in the State System of Highways.

8-156-1
5-236-1 Route 155 and 236 - Project NS-338(1) 1.8 mile northeast of Huntington, a distance of 0.492 mile built on new location. All portions of old alignment abandoned as they will be inundated by the construction of Huntington Reservoir, a distance of 0.47 mile, resulting in an increase of 0.017 mile in the State System of Highways.

13-289-1 Route 259 - Kane County, Project F-035-1(4) Kanab easterly, a distance of 6.739 miles built on new location. From Engineer Station 98 + - to 266 + - and commencing again at Station 295 + - to 383 + - to be transferred to the jurisdiction of Kane County, a distance of 4.900 miles, as they will still serve as a public roadway, all remaining portions of the old alignment have been made inaccessible, a distance of 2.054 miles, therefore, are abandoned, resulting in an increase of 4.9 + - miles in Kane County "B" mileage and a decrease of 0.215 mile in the State System of Highways.

2. That the maps attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 19th day of April, 1965.

STATE ROAD COMMISSION OF UTAH

Walter S. Hamilton
Chairman

Frank Deth
Commissioner

Elmer Strong
Commissioner

Clem A. Church
Commissioner

Ernest Balf
Commissioner

ATTEST:

Rebecca C. Brassard
acting Secretary

Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Mr. Dale B. Burningham
Chief Research Engineer, Research Section

DATE: January 26, 1965

RECEIVED

FROM : Mr. W. E. Mickelson
District Engineer

WEM

1965 JAN 28 AM 10 33

SUBJECT: Status of Old Roads

1-80-4(8)190 Wahsatch to the Wyoming State Line
F-001-8(2) Bear River Bridge East of Corinne

UTAH STATE
DEPT. OF HIGHWAYS

The status of the old abandoned roads on the subject projects have been reviewed and following is my recommendation:

1. F-001-8(2) The old road should remain as it is at the present time. It lies on right-of-way that we have by agreement from the railroad. In addition, the old road and bridge are intended to be used for a stock trail for crossing the Bear River.
2. 1-80-4(8)190 Three sections of the old road are no longer within the N/A lines, as itemized below, and are of no further use to us for roadway purposes. These three sections should revert to private ownership.

820 ± - 836 ± right side

958 ± - 971 ± right side

984 ± - 991 ± left side

Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : B. Dale Burningham, Chief Research Engr. DATE: January 25, 1965

FROM : J. Q. Adair, Dist. Engr.

SUBJECT: Road Deletions

RECEIVED
1965 JAN 26 AM 10

UTAH STATE
DEPT. OF HIGHWAYS

We have listed the following projects that have been constructed in the last couple of years and sections of road that should be deleted from our system:

S-0294(1) Dragerton (Culvert & Approaches)
F-028-3(6) Woodside Northerly
NR-29(1) 7 Miles W. of Orangeville (Joe's Valley)
NS-338(1) Huntington Northerly - Mohrland Connection
NR-24-2(1) Huntington North on SR-10

The NR-24-2(1) Huntington North Section has bypassed the location where the Huntington Reservoir is being constructed by the Bureau of Reclamation. A portion of this right-of-way has probably been acquired by the Bureau of Reclamation people.

JQA:sj

Route Number	Report Number	Rock Section Number	mi East of New London	Miles Trans To City	Miles Trans To Route	Miles to Newmarket	Total miles collected
2	I-15-4 (8) 190	Summit	2.2-2-4	4.373		4.200	4.200
6	F-015-3 (4)	Wintham	2-4-2	2.355		2.405	2.405
8	F-128-3 (5)	Emergy	8-8-1	6.120		6.087	6.087
8	F-028-3 (6)	"	8-8-1	8.592	0.700	8.212	8.912
15	F-014-1 (2)	Kane	13-15-2	2.305	0.400	2.927	3.327
15	FLH-37 (1)	"	13-15-2	4.504		1.015	1.015
24	NS-371 (1)	Madona	28-24-4	5.623	3.600	2.412	6.012
24	S-0371 (5)	"	28-24-4	8.861		9.234	9.234
26	F-029-3 (2)	Ival	12-26-1	6.615	5.030	1.949	6.979
29	MR-22-1	Emergy	8-29-1	5.908		1.900	1.900
44	S-0192 (1)	Daggett	5-44-2	2.186	2.400	0.498	2.898
54	S-0392 (5)	Gorfield	9-54-2	3.818	1.046	2.727	4.402
123	S-0294 (1)	Carbon	4-123-1	4.625	0.691		0.691
236	(Due to Ryeckth, NS-338 (1)) NS-338 (1)	Relocation of SR-236 Emergy	8-155-1	No Construction		0.250	0.250
236	F-035-1 (4)	Kane	8-236-1	4.492		4.225	4.225
			13-239-1	6.739	4.900	2.054	6.954
				69.816	0.629	18.767	46.095

Route Section	Miles East of New London	Miles from City	Miles from to South	Miles between	Total miles traveled	Total miles between
24-2-4	4,373			4,220	4,200	+ 0.173
24-4-2	2,465			2,435	2,405	- 0.350
8-8-1	6,120			6,087	6,087	+ 0.033
8-8-1	8,592		0.700	8,212	8,912	- 0.320
13-15-2	2,305		0.400	2,927	3,387	- 1.022
13-15-2	4,504			1,815	1,815	- 4.511
16-14-4	5,625		5,600	241.2	6,012	- 0.387
28-24-4	8,861			9,234	9,234	- 0.373
12-26-1	6,615		5,030	1,949	6,979	- 0.364
8-29-1	5,908			1,900	1,900	+ 4.008
5-14-2	2,186		2,400	0.448	2,898	- 0.712
9-54-2	5,818	0.629	1,046	2,727	4,402	- 0.584
4-123-1	0.625		0.691		0.691	- 0.066
5-153-1	No Construction			0.250	0.250	- 0.250
8-236-1	0.492			0.225	0.225	+ 0.267
13-259-1	6,739		4,900	2,054	6,954	- 0.215
	64,816	0.629	18,767	46,095		- 0.675



OFFICE OF
Kane County Clerk
KANAB, UTAH

March 12, 1965

Utah State Department of Highways
Transportation - Research Section
State Office Building
Salt Lake City, Utah

Re: Kane County
Nos: F-014-1 (2)
FLH 37 (1)

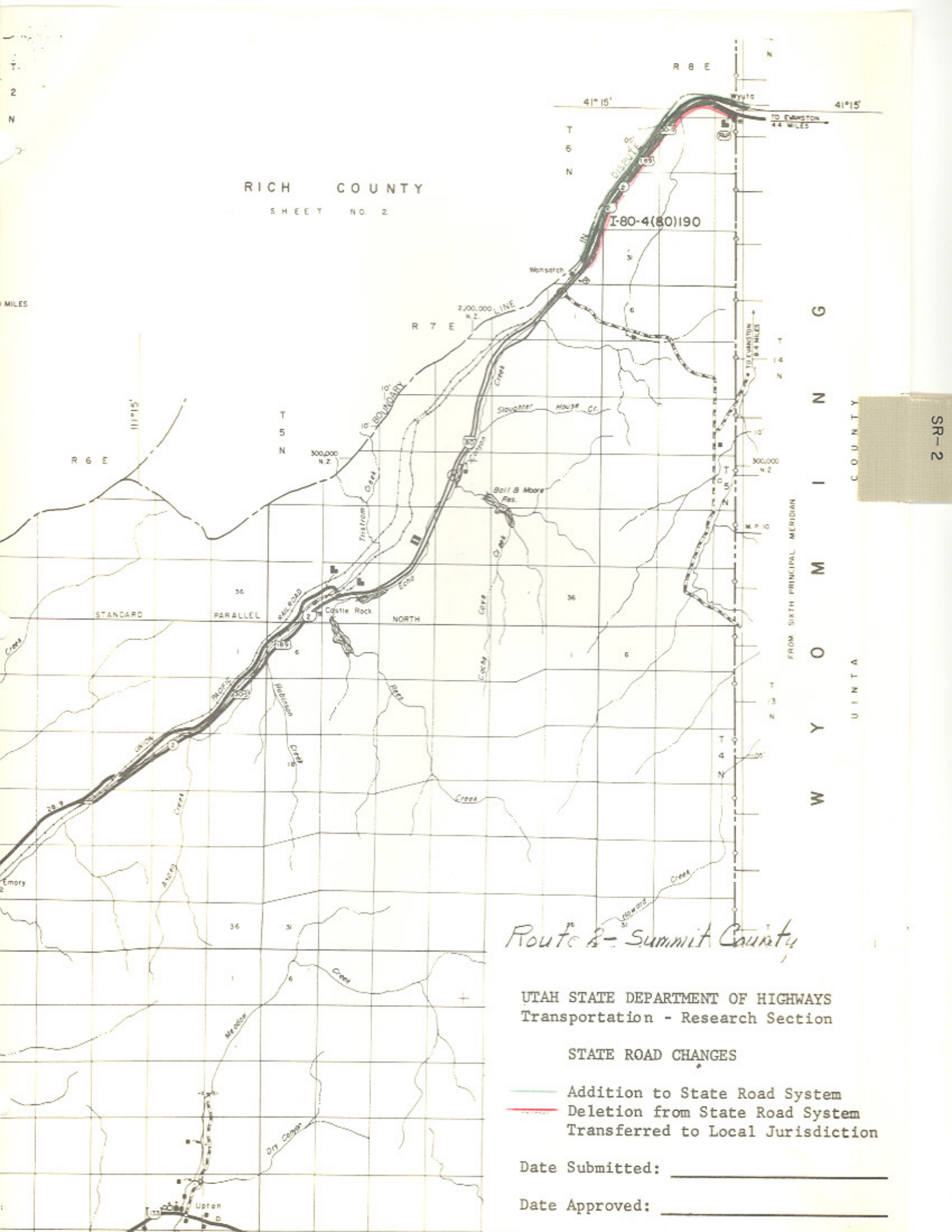
Gentlemen:

Please be advised that the Kane County Commission will be very happy to accept as additions to the Kane County Road System your projects Nos. F-014-1 (2) and FLH-37 (1) for county supervision and maintainance.

Yours very truly,

KANE COUNTY COMMISSION

By Thomas H. Haycock
Thomas H. Haycock
Kane County Clerk



RICH COUNTY
SHEET NO. 2

T-80-4(80)190

Route 2 - Summit County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

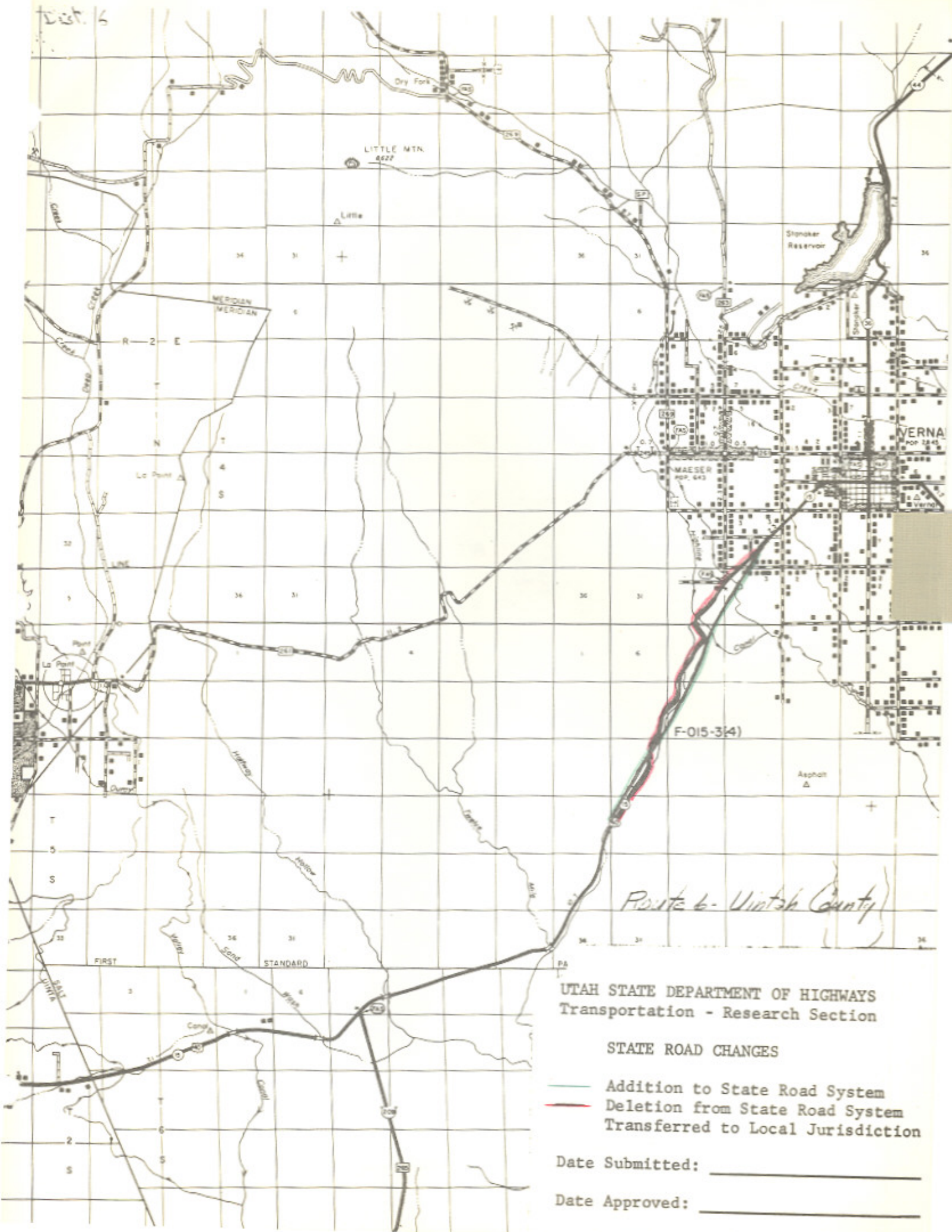
- Addition to State Road System
- - - Deletion from State Road System
- ... Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

SR-2

Dist. 6



SR-6

Route 6 - Uintah County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

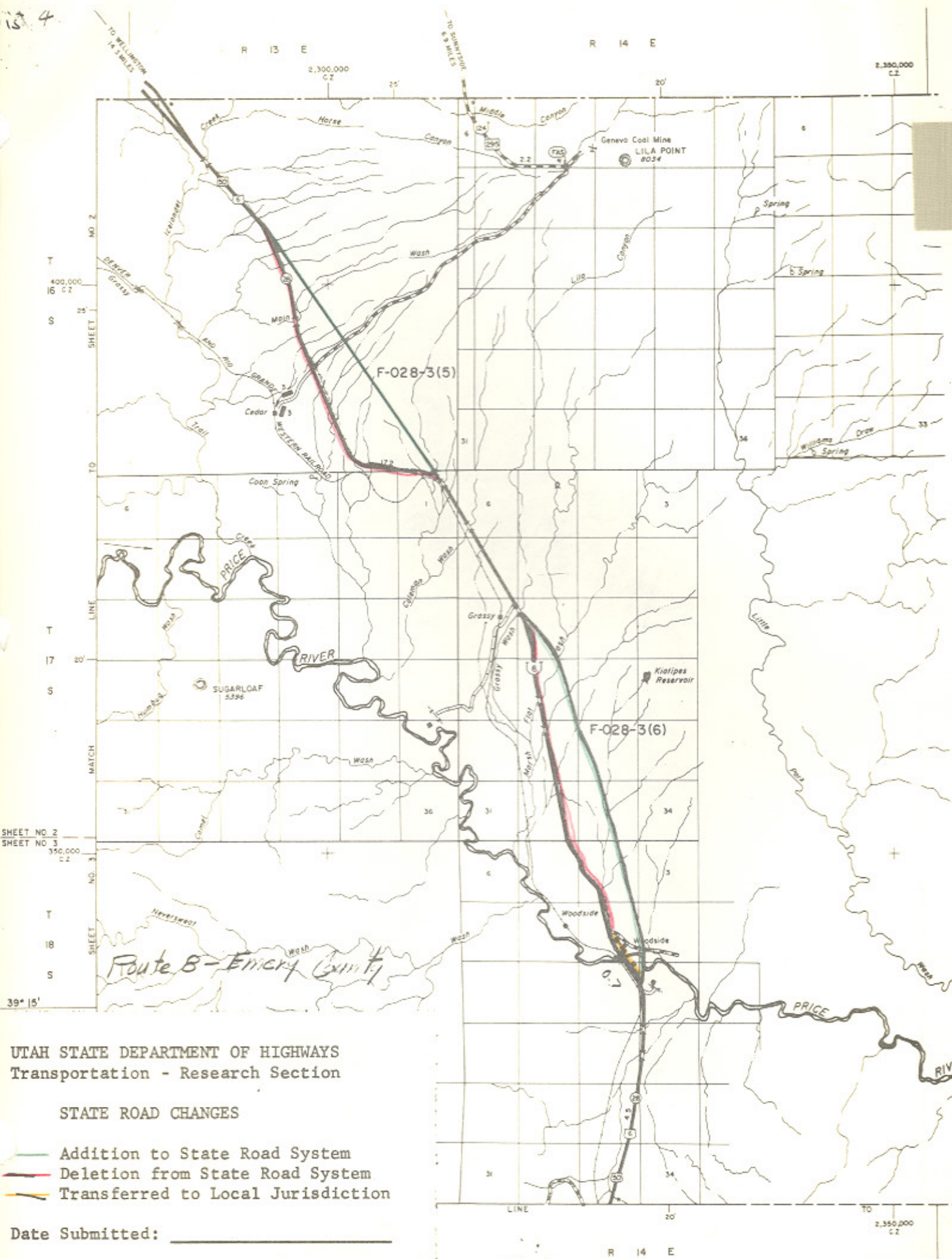
STATE ROAD CHANGES

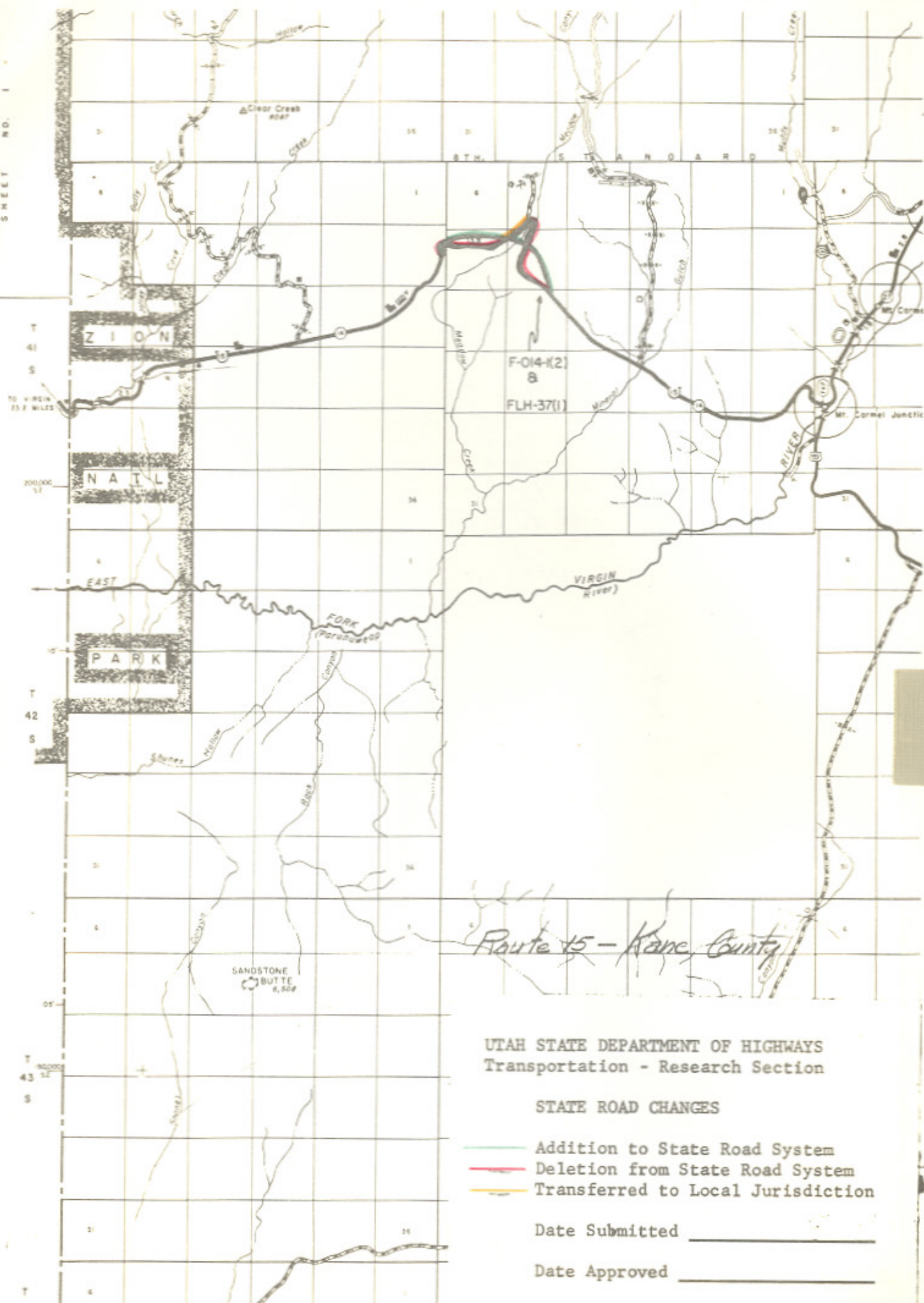
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

is 4





Route 15 - Kane County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

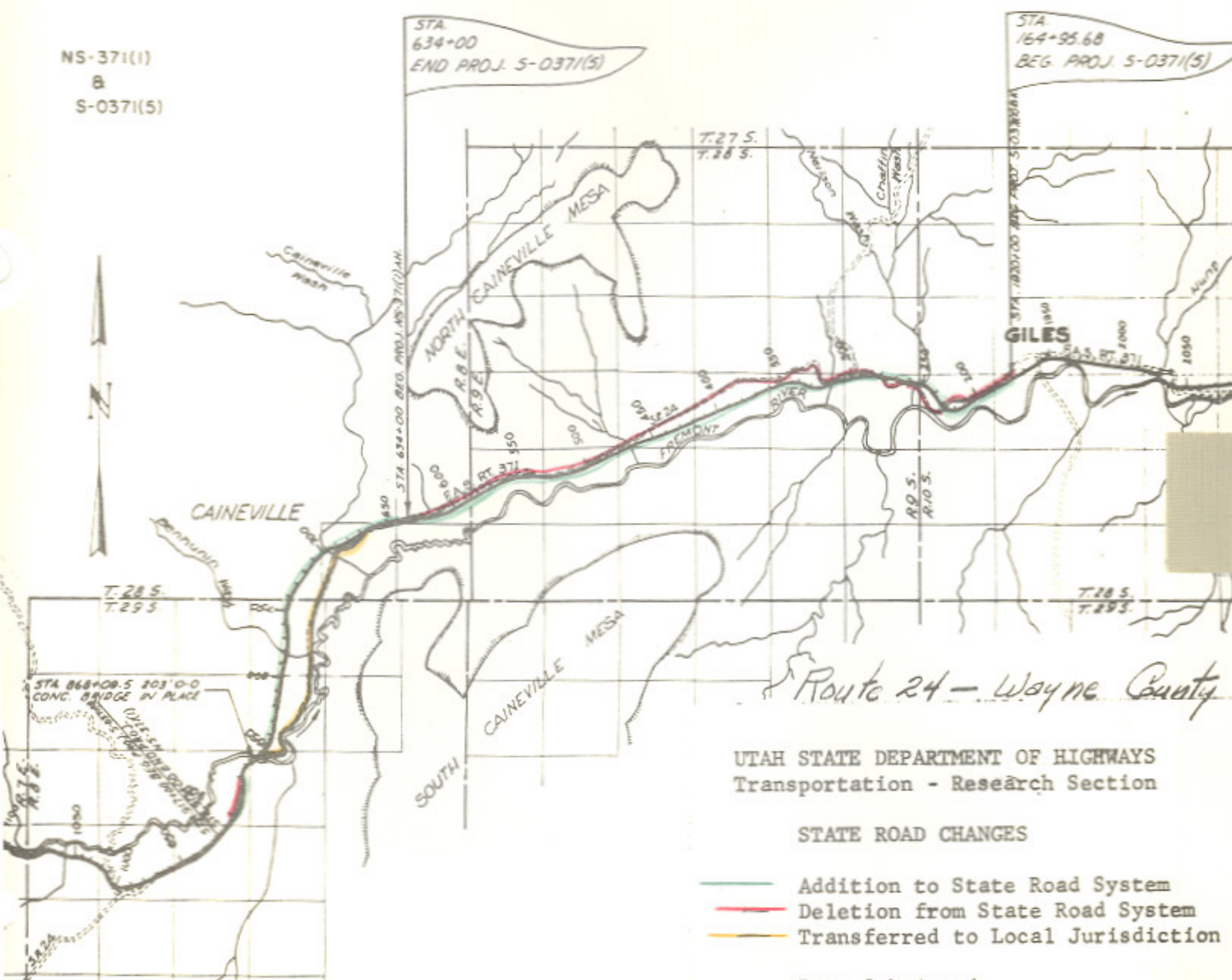
Date Submitted _____

Date Approved _____

NS-371(1)
8
S-0371(5)

STA.
634+00
END PROJ. S-0371(5)

STA.
164+95.68
BEG. PROJ. S-0371(5)



SR-24

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

list: 6



Route 26 - Juab County

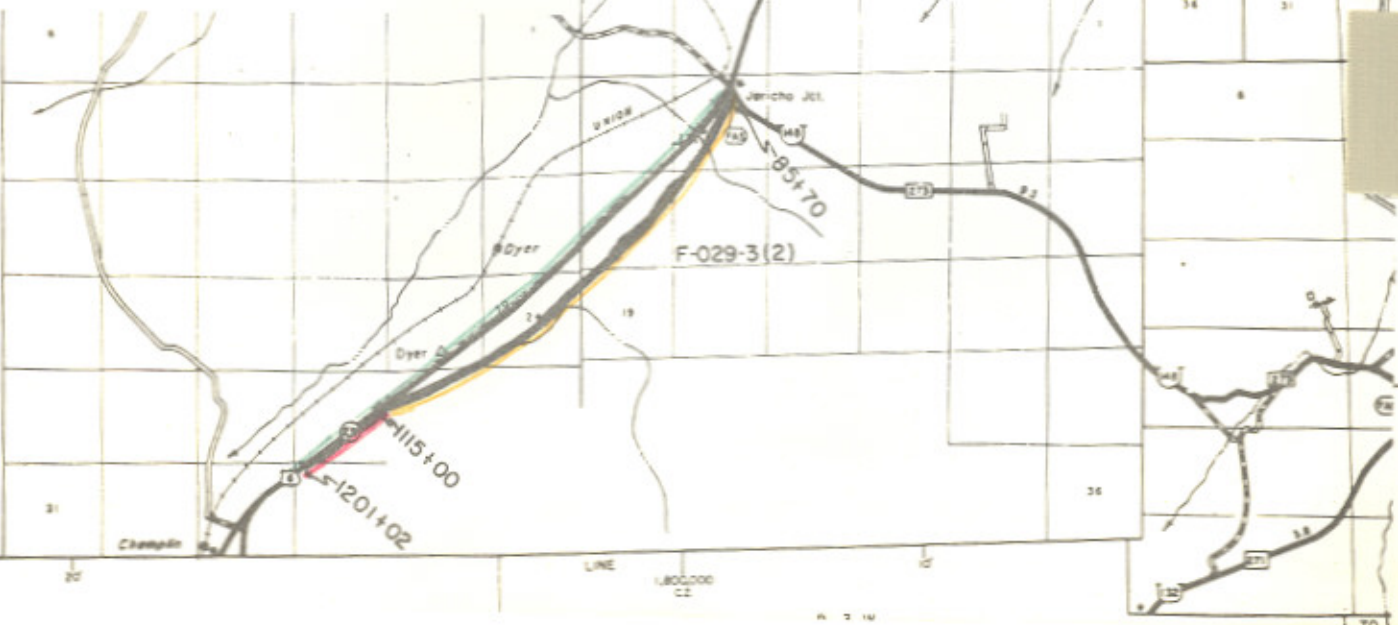
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

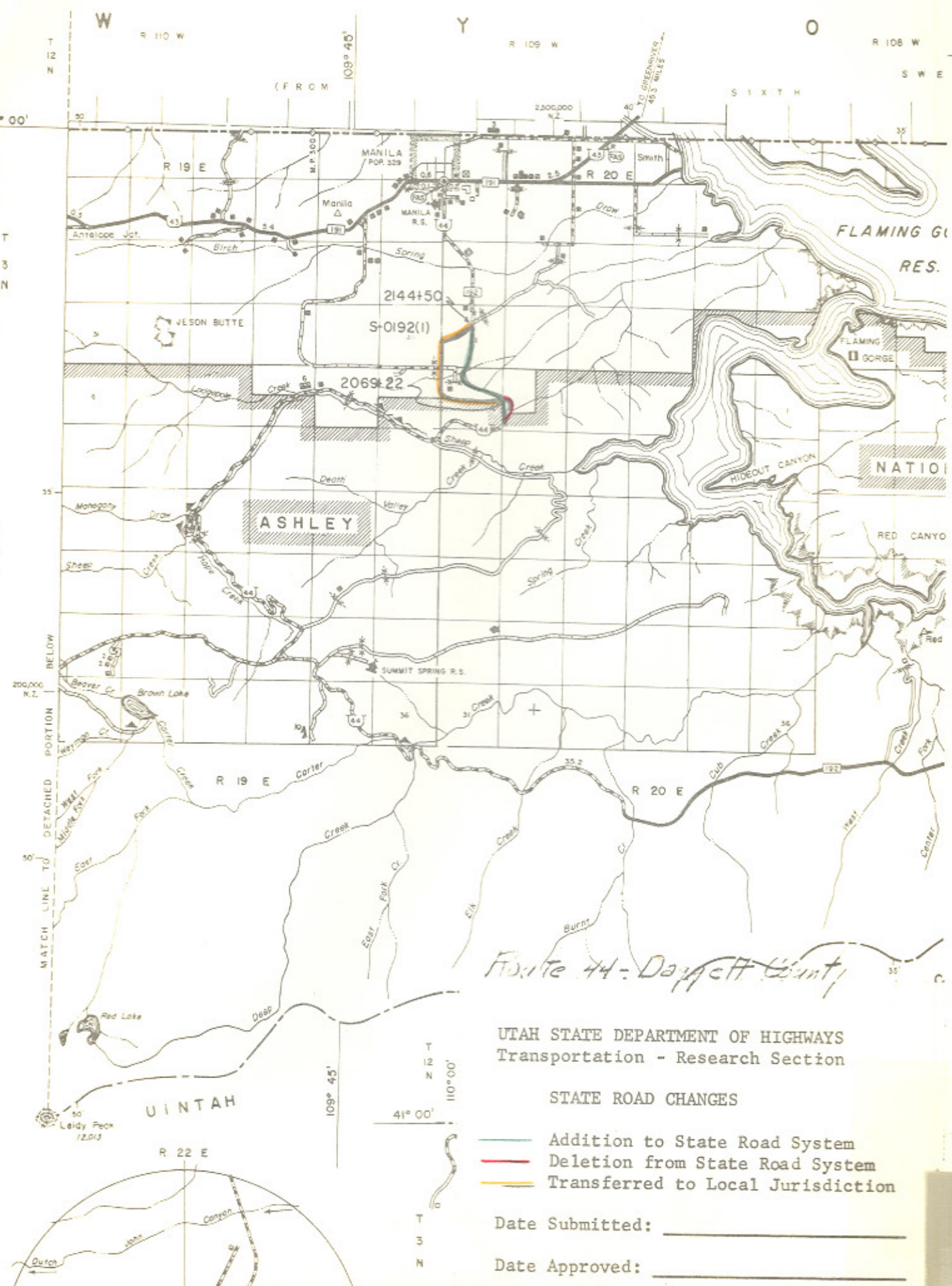
Date Submitted: _____

Date Approved: _____



SR-26

237.6



Route 44 - Dayette Grant

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

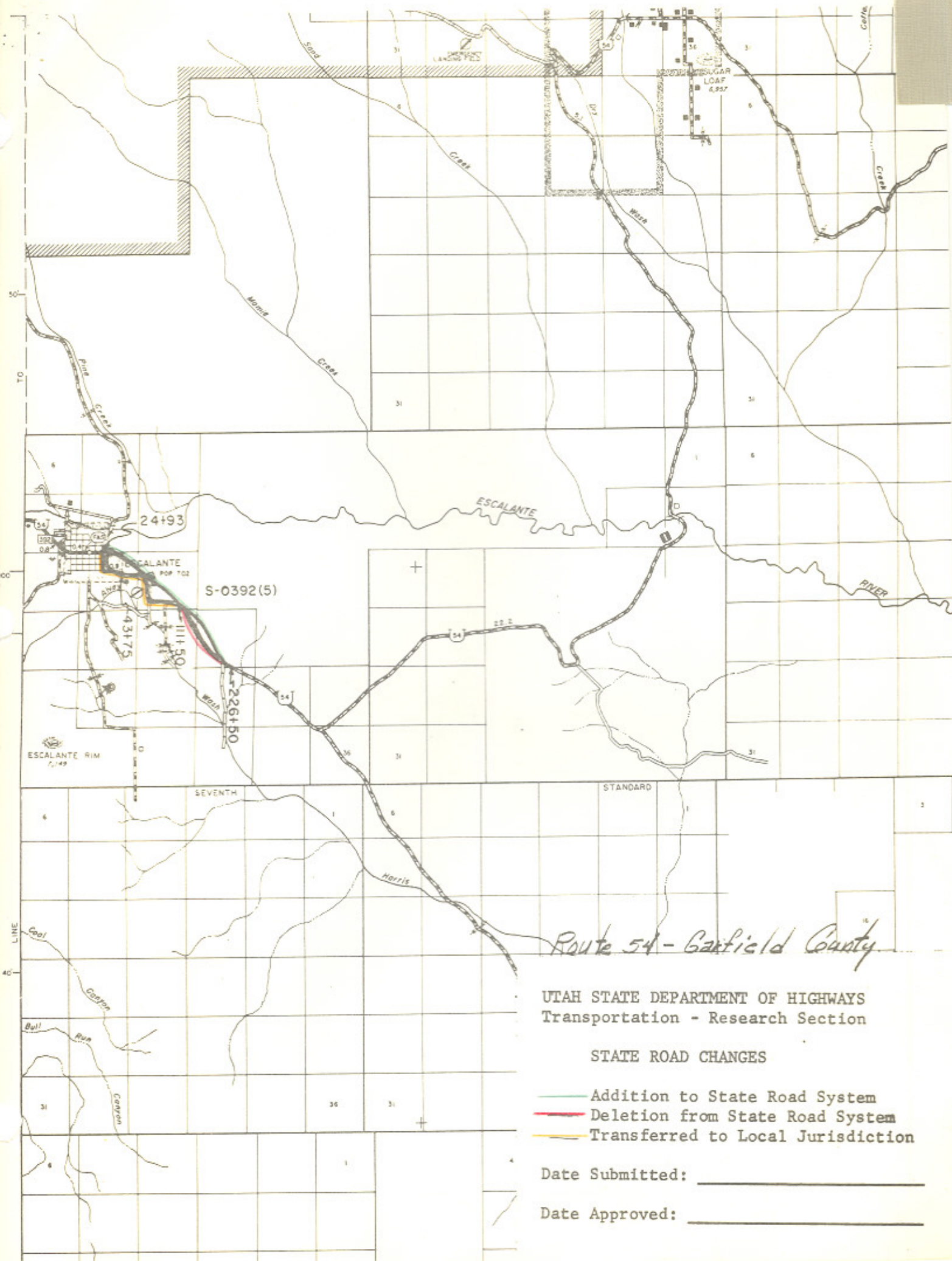
STATE ROAD CHANGES

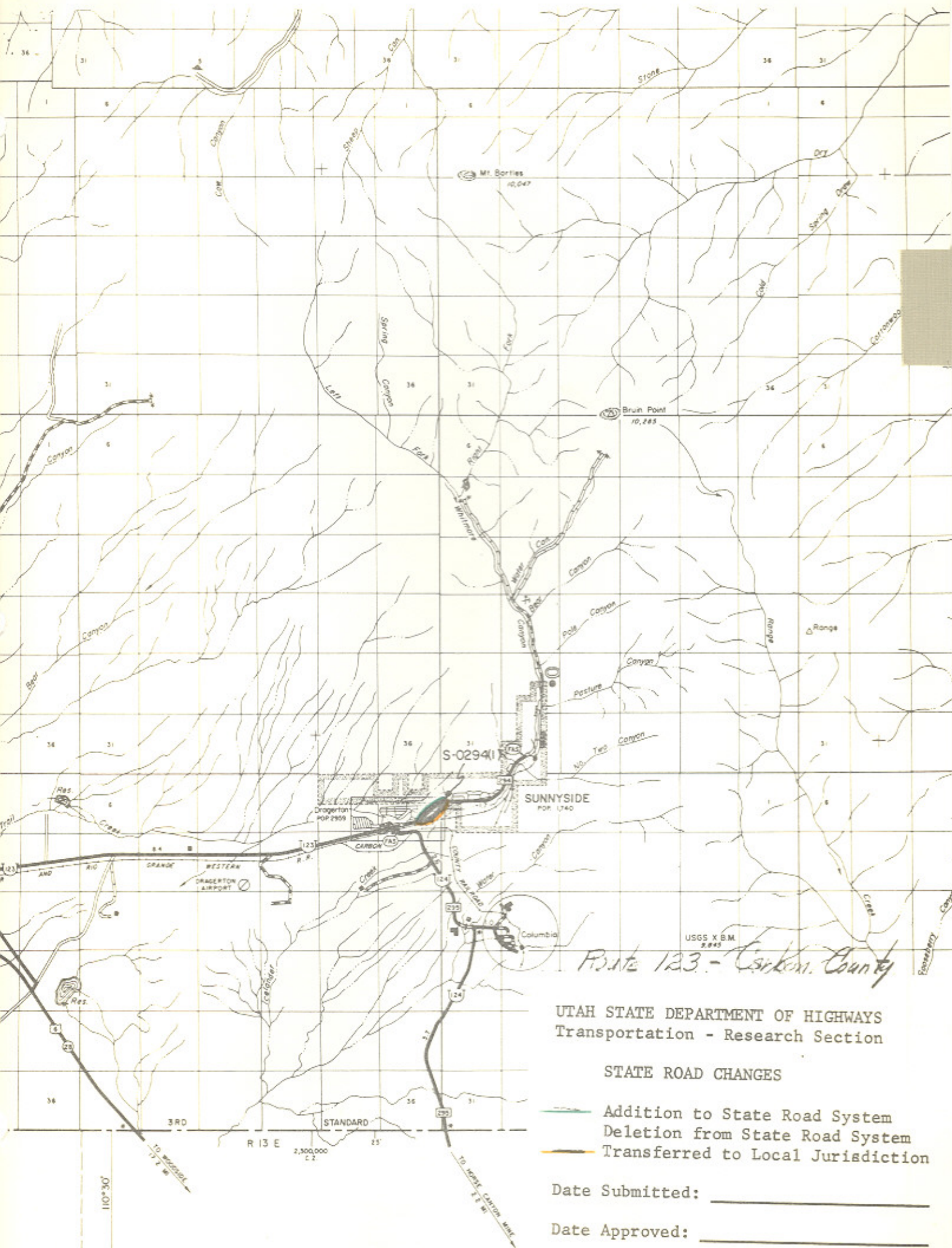
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

SR-44





UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

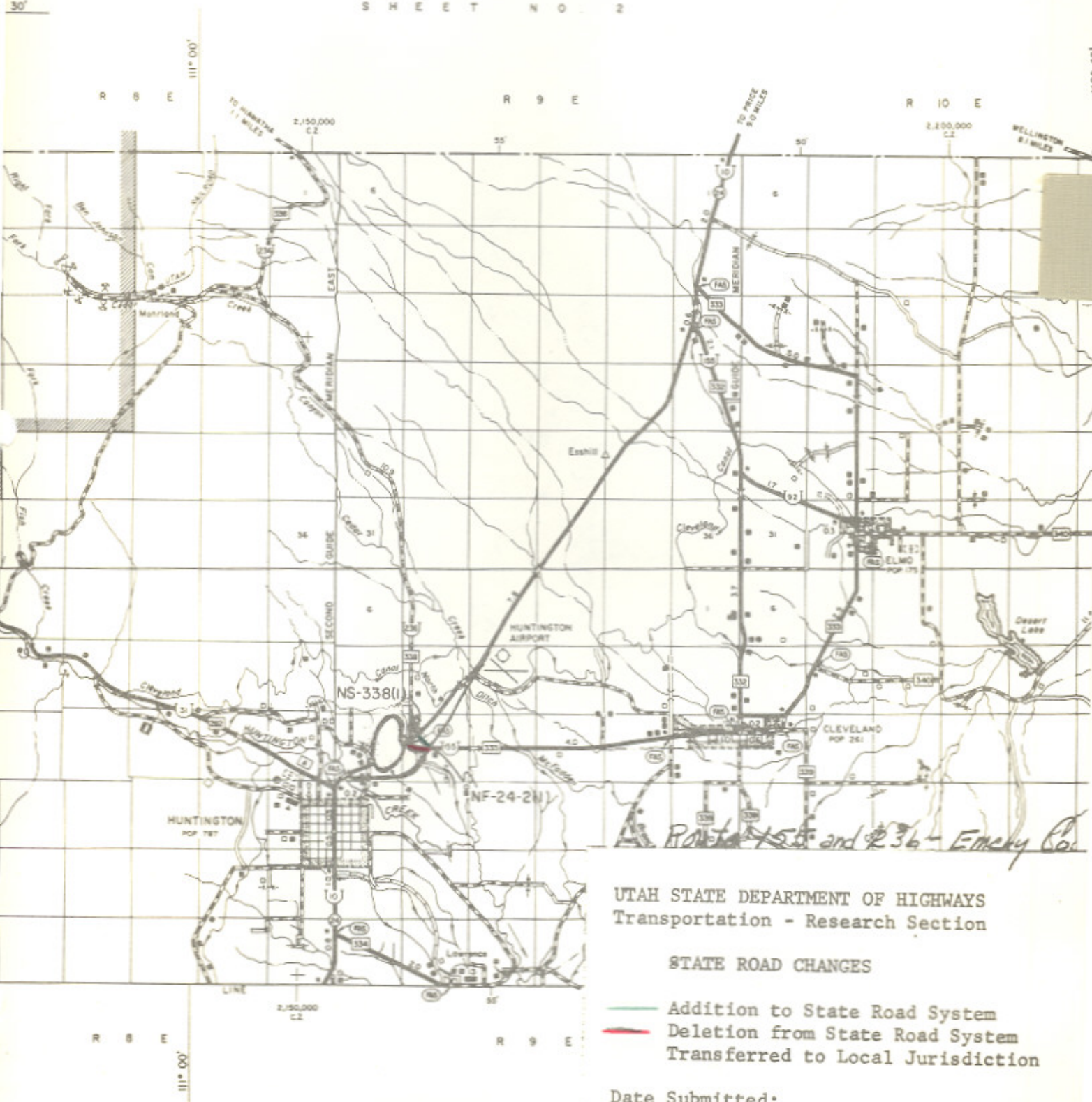
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

D 88 4

C A R B O N C O U N T
S H E E T N O 2



SR-236
8 151 105

Route 155 and 236 - Emery Co

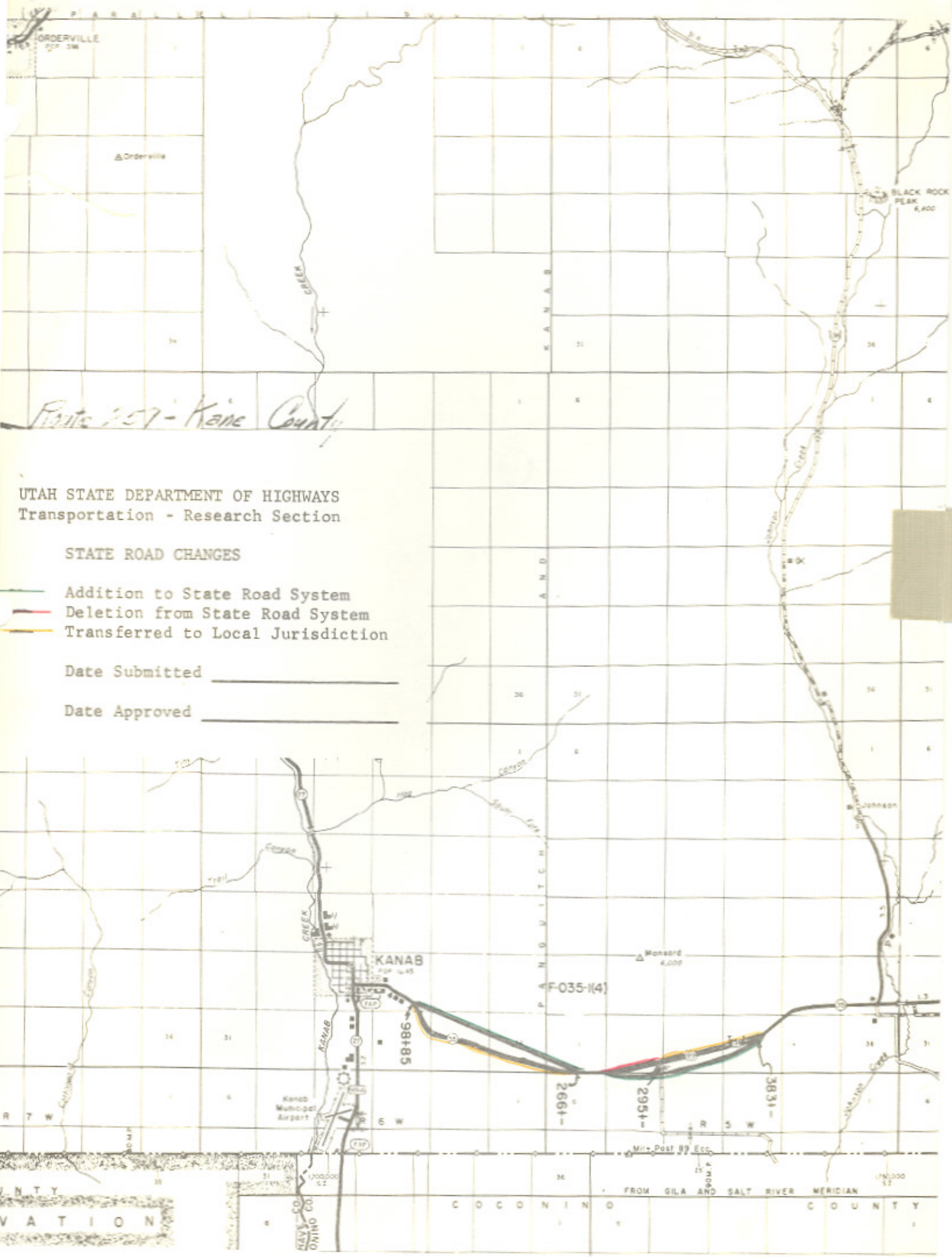
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____



UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

SR-259

F-035-1(4)

COUNTY
DIVISION

FROM GILA AND SALT RIVER MERIDIAN

95 4
Relinquishment of Realigned Highway
Authority: Sec. 27-12-29, UCA, 1953, As Amended

RESOLUTION

State Routes 24 and 95

WHEREAS, the construction of projects S-0370(4) and FLH-42(6) from Hanksville in Wayne County to a point southeast of Trachyte Junction in Garfield County has resulted in the construction on new alignment section of new roadway, and

WHEREAS, portions of the old alignment of State Routes 24 and 95 will serve as public roads though not justified as part of the State System of Highways, and

WHEREAS, it is requested by the Wayne County Commission and concurred in by Mr. W. J. Stephenson, District Engineer, that the old alignment of State Route 24 in Hanksville and that the portion of the old alignment of State Route 95 from State Route 24 in Hanksville south to Hanksville south town limits, be transferred to the jurisdiction of Wayne County and that the old alignment of State Route 95 from a point approximately 0.3 mile south of Hanksville southerly to Wayne, Garfield County line be abandoned, and

WHEREAS, it is requested by the Garfield County Commission and concurred in by Mr. W. J. Stephenson, District Engineer, that the old alignment of State Route 95 from the junction with the "Copper Creek" county road southeasterly to the junction with State Routes 276 and 95 be transferred to the jurisdiction of Garfield County and that all remaining portions of the old alignment of State Route 95 resulting from the construction of the aforementioned projects be abandoned.

NOW THEREFORE, pursuant to the Authority of Section 27-12-29, UCA, 1953, As Amended, it is hereby resolved as follows:

That the portion of highway constructed on new alignment from engineers stations 51+22 to 79+11 on project S-0370(4) be designated as a part of State

RESOLUTION

State Routes 24 and 95

Page 2

Route 24 and that the remaining portions of highway constructed on new alignment as a result of projects S-0370(4) and FLH-42(6) be designated as a part of State Route 95.

That the old alignment of State Route 24 from engineers stations 52+50 to 68+00, project S-0370(4), and that portion of the old alignment of State Route 95 from the old alignment of State Route 24 in Hanksville south 0.3 + - mile be transferred to the jurisdiction of Wayne County.

That the old alignment of State Route 95 from the Garfield County, Copper Creek road southeasterly to the junction of State Routes 276 and the new alignment of State Route 95, be transferred to the jurisdiction of Garfield County and that all remaining portions of the old alignment of State Route 95 in Wayne and Garfield Counties be abandoned.

That by this action State Highway System mileage will decrease 5.5 + - miles, Wayne County "B" mileage will increase 0.8 + - mile, and Garfield County "B" mileage will increase 4.5 + - miles.

^{copy} That the letters ^{from} from the ^{Wayne} Wayne County Commission and ~~Garfield County~~ Commission indicating their desire to have the aforementioned road sections transferred to their respective county jurisdiction, and their concurrence in the abandonment of the remaining sections of the old alignment of State Route ⁸⁷ 95 is hereby incorporated as a part of ^{this} the original submission.

^{copy} That the memorandum from ^{James L. Deaton} W. J. Stephenson, pertaining to the disposition of the subject roads is hereby incorporated as a part of ^{this} the original submission.

^{copy} That the map attached illustrating the action taken herewith, is hereby incorporated as a part of the original submission.

Dated this 30th day of December, 1969.

STATE ROAD COMMISSION OF UTAH

File
RESOLUTION

State Routes 24 and 95

Page 3

Clay A. Church
Chairman

R. L. Dean Co.
Vice-Chairman

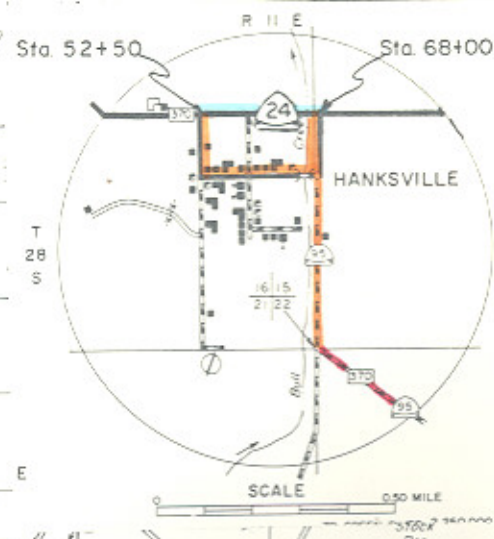
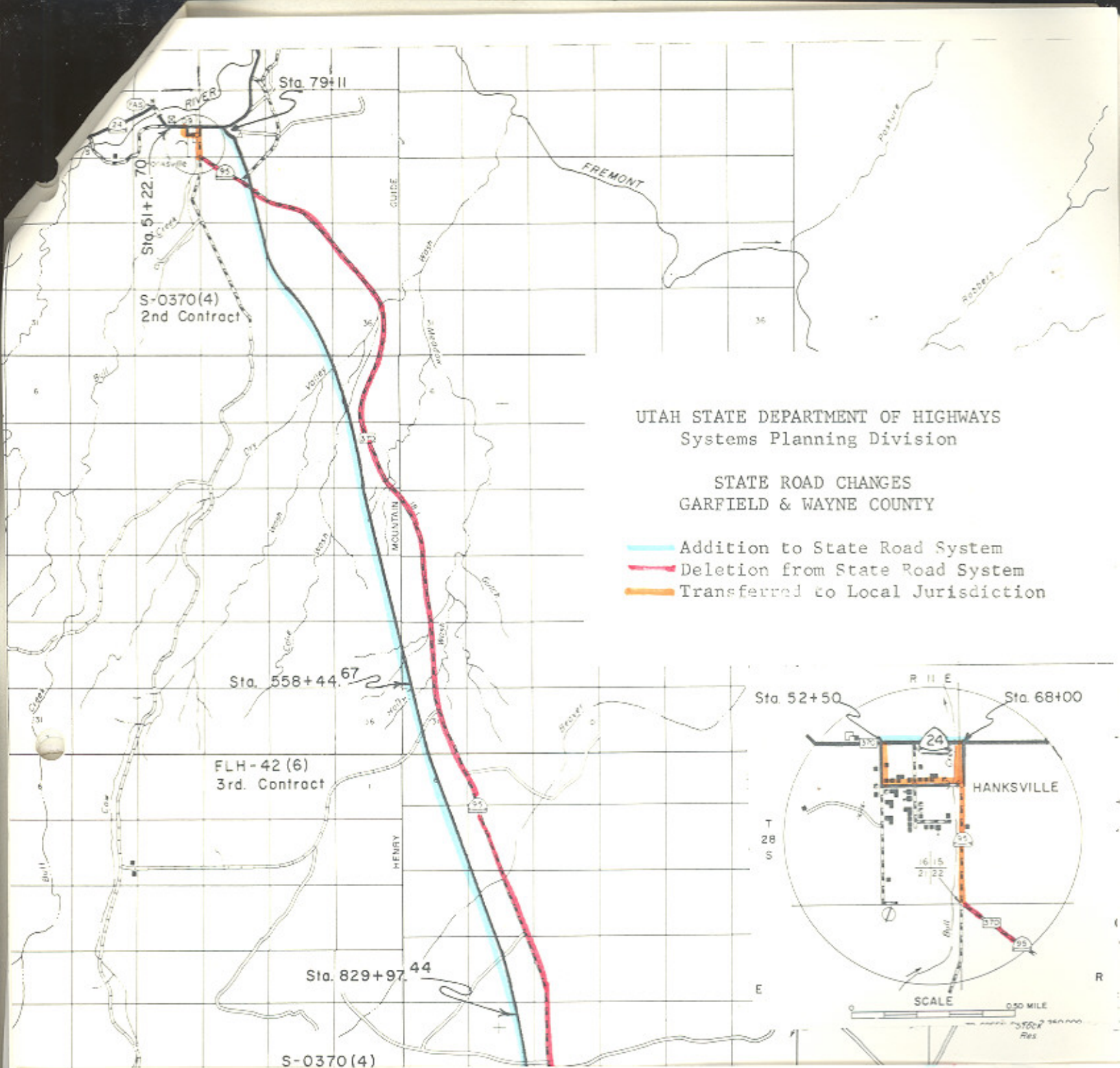
Frank Scott
Commissioner

Les D. Paul
Commissioner

Wayne H. Hatcher
Commissioner

ATTEST:

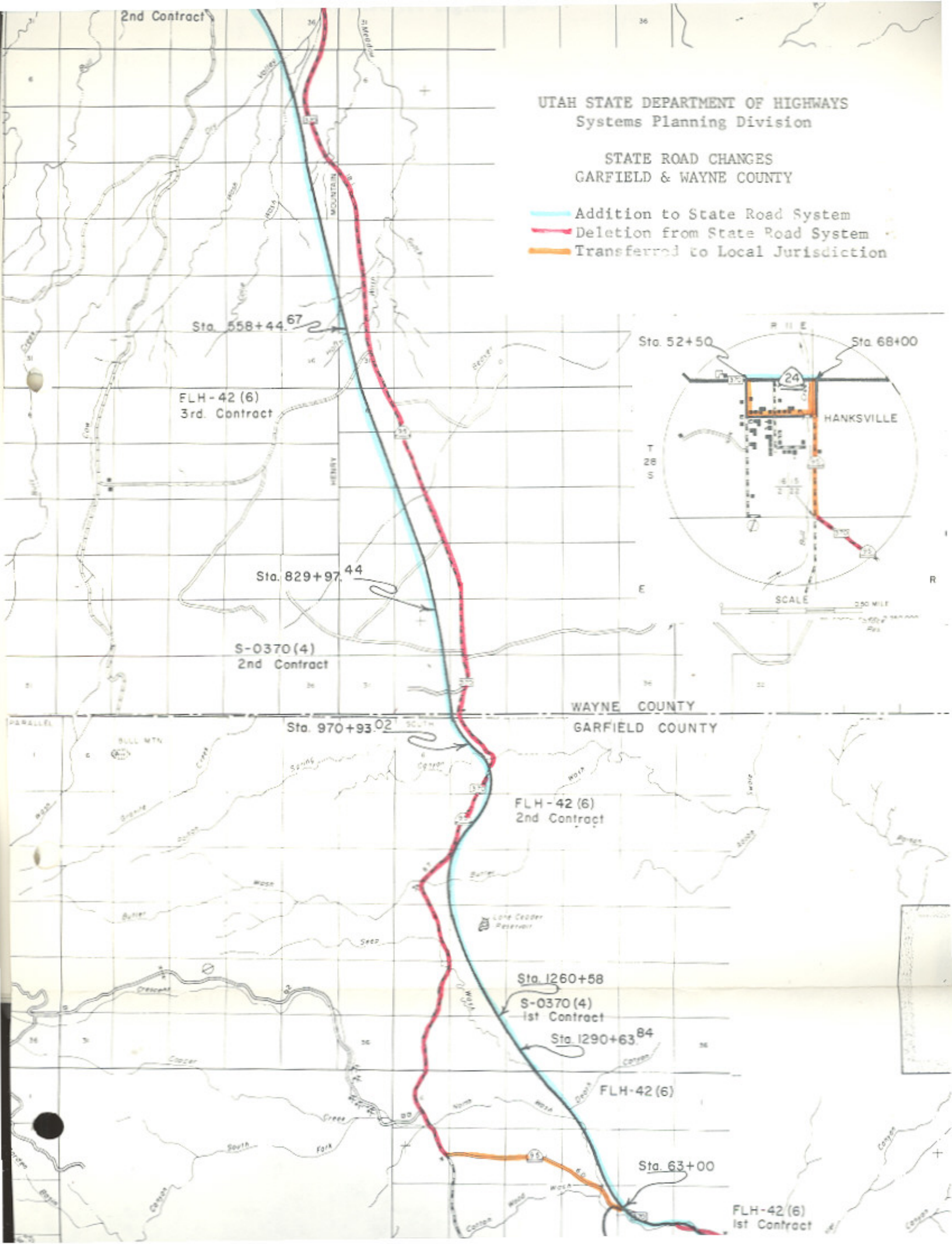
Robert A. Maresch
Acting Secretary



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
GARFIELD & WAYNE COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction



Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: 12-11-69

TO : B. Dale Burningham, Chief Research Engineer

FROM : W.J. Stephenson, District Engineer *WJS*

SUBJECT: Disposition of Realigned S.R. 95 Hanksville - South

We have contacted the Wayne and Garfield County Commissions to determine disposition of the realigned sections of old S.R. 95 between Hanksville and Trachyte Jct.

Wayne County Commissioners agree to abandonment of the section from the Hanksville town limits southerly to the Garfield County line.

Garfield County agrees to the abandonment of S.R. 95 from Garfield-Wayne County line southerly to the Jct. with the "Copper Creek" county road. The section of old S.R. 95 from Copper Creek southerly for approximately 4 miles to the Jct. of S.R. 95 and S.R. 276 should be placed on Garfield County "B" system.

Attached are letters from Garfield and Wayne Counties verifying this disposition.

WJS/bc
Encl.

Wayne County

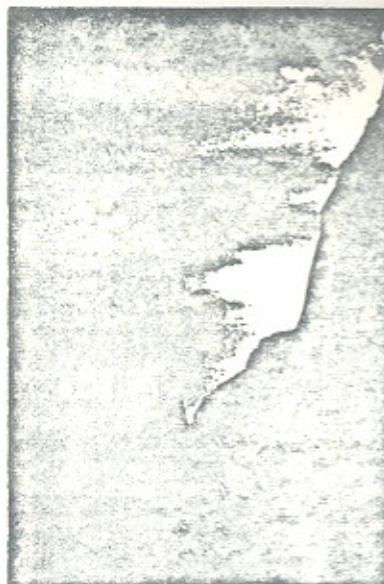
STATE OF UTAH

LOA, UTAH

COMMISSIONERS:

DON W. PACE, CHAIRMAN
LOYD G. HUNT
REED BRIAN

BEULAH H. PETERSON, CLERK,
AUDITOR AND RECORDER
LORNA BROWN, TREASURER
EUGENE BLACKBURN, ASSESSOR
CLIFTON SORENSON, ATTORNEY
WENDELL CHAPPELL, SHERIFF



September 30, 1969

Mr. James L. Deaton
District #4 Engineer
Utah State Department of Highways
Price, Utah 84501

Dear Mr. Deaton:

We have your letter of September 11, 1969, regarding roadway described as follows:

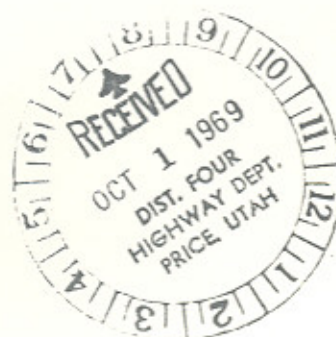
Beginning at a point left of the NW Cor of Lot 2, Blk. 2, thence south to a point left of the SW Cor Lot³2, Blk 2; ~~thence west to a point left of the SW Cor Lot 2, Blk 2;~~ thence west to a point right of the SE Cor Lot 4, Blk 1; thence north to a point right of the NE Cor Lot 1, Blk 1 which is a point of ending. Situated in Hanksville, Wayne County, Utah.

Mr. Don Pace, Chairman of the Board of Wayne County Commissioners has asked me to advise you that Wayne County will concur in a recommendation to transfer this section of roadway from the state to the county.

Yours Sincerely,

Wendell Chappell
Deputy County Clerk
Wayne County

ECJ



Wayne County

STATE OF UTAH

LOA, UTAH

COMMISSIONERS:

DON W. PACE, CHAIRMAN
LOYD G. HUNT
REED BRIAN

BEULAH H. PETERSON, CLERK,
AUDITOR, AND RECORDER
LORNA BROWN, TREASURER
EUGENE BLACKBURN, ASSESSOR
CLIFTON SORENSON, ATTORNEY
WENDELL CHAFFELL, SHERIFF



December 10, 1969

Mr. Wallace J. Stenhenson
District Engineer
Utah State Department of Highways
Richfield, Utah 84701

Dear Mr. Stenhenson:

This is to inform you that the Wayne County Commissioners agree that the portion of old State Road 95 from Hanksville Town limits southerly to the Garfield County line should be abandoned. Inasmuch as this road parallels the new Highway it is not necessary to maintain it.

Yours sincerely,

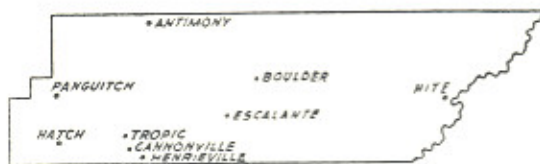
BOARD OF WAYNE COUNTY COMMISSIONERS

By Don W. Pace
Don W. Pace, Chairman

DWP/ecj

TY COMMISSION
F. Yardley, Chairman
Leland Griffin
Dale Marsh
Rea Dodds, Clerk

GARFIELD COUNTY



PANGUITCH, UTAH 84759

J. C. Spencer, Assessor
Bruce F. Parker, Attorney
Helen D. Wright, Recorder
Mary S. Lee, Treasurer
George Middleton, Sheriff

December 2, 1969

Mr. W. J. Stephensen
District Engineer
Richfield, Utah

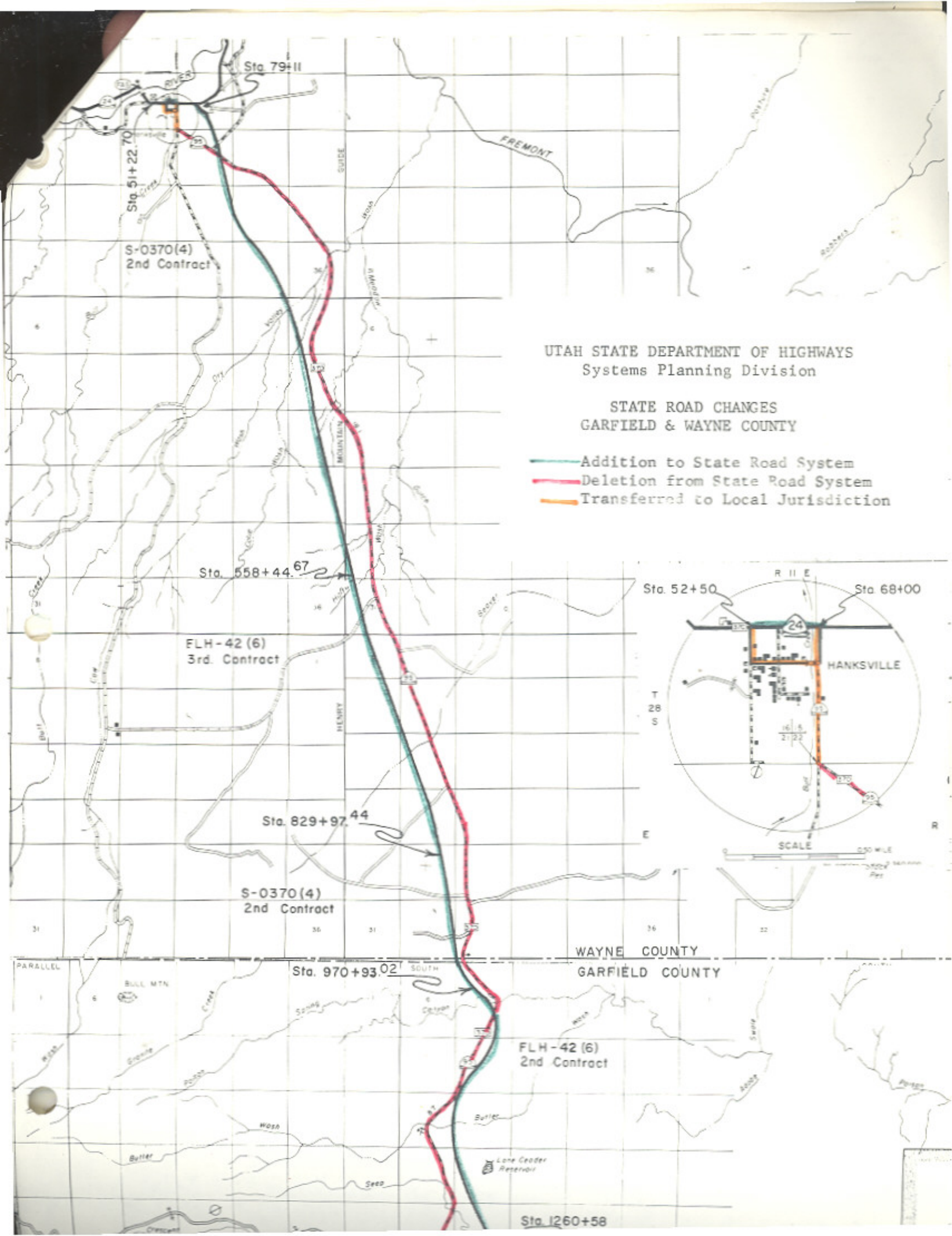
Dear Sir;

In Commission meeting on December 1, 1969, the Garfield County Commission approved adding the Road from Copper Creek to New Trachite Junction to the "B" road system.

Respectfully,

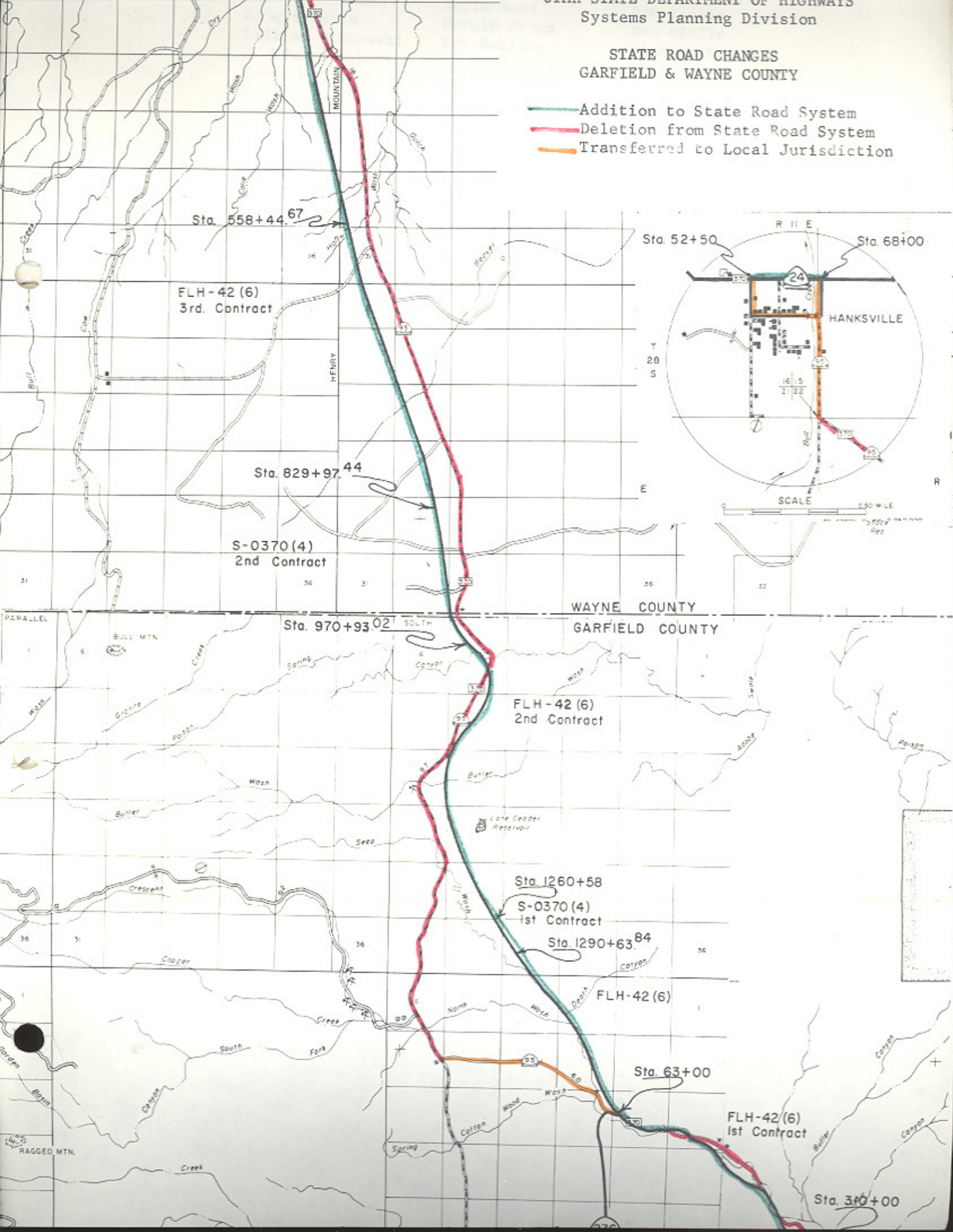
Garfield County Commission

Rea Dodds Clerk



STATE ROAD CHANGES
GARFIELD & WAYNE COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction



UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same letter sent to: Mr. James F. Yardley, Chairman, Garfield County Commission
Mr. Don W. Pace, Chairman, Wayne County Commission

Resolution & Location

Map sent to:	W. J. Stephenson	Wallace Liddle	E. Paul Gilgen
	W. L. Anderson	David Sargent	Charles Bertolina
	Ralph Murdock	Alex E. Mansour	Jim West
	Dean Steed	Keith Rosevear	Ellen Wandell
	Porter M. Gooch	Robin Hood	Don Jensen
	Robert Walsh	Harold Brown	Ken Riddle
	Lillian Witkowski	Ray Behling	Winston Neiman
	J. Edward Johnston	Lucy Ann Bean	Robert Weadon
	James N. Adams	John W. Homer	Janiel Little
	Evelyn Crill	Chauncey Powis	Ezra Christensen
			Maurice Richey

January 12, 1970

Mr. Norm Hancock
Game Management Section
Utah State Fish & Game Department
1596 West North Temple
Salt Lake City, Utah 84104

Dear Mr. Hancock:

Subject: Transfer of the old alignment of State Routes 24 and 95
in Wayne and Garfield Counties

On December 30, 1969, the State Road Commission adopted a resolution to transfer portions of the old alignment of State Routes 24 and 95 in Wayne and Garfield Counties, created by the construction of Projects S-0370 (4) and FLH-42(6) to the jurisdiction of Wayne and Garfield Counties.

The remaining portions of the old alignment of State Route 95 in both counties will be abandoned.

Attached is a copy of the resolution and location map.

Very truly yours,

B. Dale Burningham
Chief Research Engineer

Attachment

Wayne
Relinquishment of Realigned Highway
Authority: Sec. 27-12-29, UCA, 1953, As Amended

R E S O L U T I O N

State Route 24 28-24-2

WHEREAS, the construction of Project NS-371(3) has resulted in the construction on new alignment a section of highway between Bicknell and Torrey, in Wayne County, and

WHEREAS, no portion of the old alignment will be used as a public roadway, and

WHEREAS, it is recommended by Mr. W. J. Stephenson, District Engineer, that the portion of the old alignment beginning at engineers station 554 + 10 thence running northwesterly a distance of 5000 feet be retained by the State Department of Highways as a mixing pad for maintenance road mix material and that the remainder of the old alignment be abandoned and said property revert to the adjacent property owners, and

WHEREAS, the Wayne County Commission concurs in Mr. Stephenson's recommendations.

NOW THEREFORE, pursuant to the Authority of Section 27-12-29, UCA, 1953, as amended, it is hereby resolved as follows:

That the portions of highway constructed on new alignment as a result of Project NS-371(3) be designated as part of State Route 24,

That the portion of the old alignment beginning at engineers station 554 + 10 thence running northwesterly a distance of 5000 feet be retained by the State Department of Highways as a mixing pad for maintenance road mix material and that the remainder of the old alignment be abandoned and said property revert to the adjacent property owners,

SR-24
4
(4304)

Dated this 17th day of December, 1971.

STATE ROAD COMMISSION OF UTAH

Henry A. Church
Chairman

R. LaSalle
Vice-Chairman

Res. H. Hunt
Commissioner

Wayne S. Whitten
Commissioner

ATTEST:

Donald A. Zink
Secretary

Commissioner

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: 11-29-71

TO : B. Dale Burningham, Chief Research Engineer

FROM : W. J. Stephenson, District Engineer *WJS*

SUBJECT: Status of Bypassed Section of S.R. 24 near Bicknell, N.S. - 371 (3)

On Oct. 20, 1971 we sent your office a memo in which we recommended a 1.8 mile section of old S.R. 28 east of Bicknell be transferred to Wayne County.

Since that time we have had further discussions with the Wayne County Commissioners and have decided it is not necessary to place the section on the county system. Attached is a letter from the county in which they change their original request.

We are presently using the easterly end of this old road as a mixing pad for maintenance road mix bituminous material. Inasmuch as it is essential that we provide our maintenance forces with adequate mixing sites we recommend the following section be retained for use by the department: beginning at engr. sta. 554 + 10 thence running northwesterly for 5000 ft. The remainder can be abandoned and revert to the adjacent property owners.

If you agree with this recommendation, we will place the necessary "Road Closed" signs and otherwise protect our mixing area from any possible through traffic.

WJS/bc

Encl.

cc: Bryce Johnson
Glen Ekker
Garth Mickelson

RECEIVED

DEC 2 1971

UTAH STATE
DEPT. OF HIGHWAYS
CENTRAL FILES

Wayne County

STATE OF UTAH

LOA, UTAH

COMMISSIONERS:

DON W. PACE, CHAIRMAN
CLINTON TANNER
REED BRIAN

Deleauw
BEULAH H. ~~CLERK~~, CLERK,
AUDITOR, AND RECORDER
LORNA BROWN, TREASURER
EUGENE BLACKBURN, ASSESSOR
CLIFTON SORENSON, ATTORNEY
DEE LYLE JOHNSON, SHERIFF



November 19, 1971

Mr. W. J. Stephenson
District Engineer
Richfield, Utah 84701

Dear Mr. Stephenson:

After further investigation of the old section of State Road 24 beginning approximately one half mile east of Bicknell, thence running Easterly for 1.820 miles to the junction with the new state road 24, came the following statement.

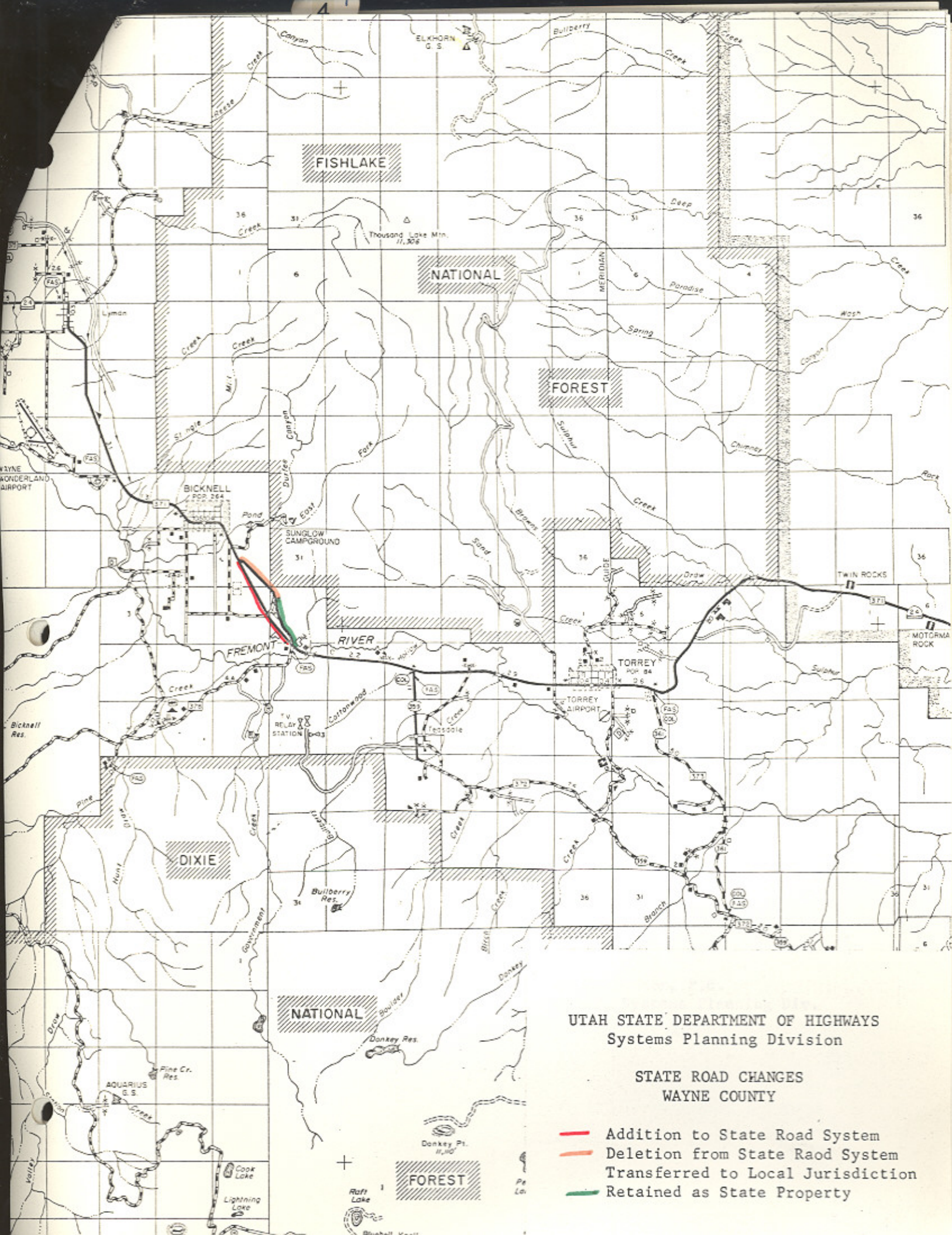
It is the decision of the Board of Wayne County Commission that this road is no longer needed to provide access to the private property as mentioned in our letter dated October 21, 1971 and therefore would like to cancel it from the county road system and revert it back to the original land owners other than that needed by the State for their use.

Sincerely yours,

BOARD OF WAYNE COUNTY COMMISSION

Don W. Pace, Chairman

BHD:cab



UTAH STATE DEPARTMENT OF HIGHWAYS

cc: Howard B. Leatham, Engineer for Planning & Programming

Information sent to: W. J. Stephenson, District #3 Engineer

Jerry Fenn
Ralph Murdock
Dean Stead
Porter M. Gooch
Keith Rosevear
Robert Walsh
Lillian Witkowski
Mary Decker

Maurice RiChy
Clarence Stephens
Evelyn Crill
Wallace Liddle
David Sargent
Art Geurts
Robin Hood
Ezra Christensen

Ellen Wandell
Harold Brown
Ray Behling
Bonnie Garcia
John W. Homer
Chauncey Powis
E. Paul Gilgen
Bert Kros

Charles Bertolina
Jim West
Don Jensen
Clarence Bywater
Ken Riddle
Winston Neiman
Robert Weadon

January 7, 1972

Mr. Don W. Pace, Chairman
Wayne County Commission
Wayne County Courthouse
Loa, Utah 84747

Dear Commissioner Pace:

Subject: Addition, Deletion and Retained Portions of State Route 24
near Bicknell in Wayne County

Effective December 17, 1971, the Utah State Road Commission adopted a resolution to add to the State Road System that portion of new alignment on State Route 24 created by the construction of Project NS-371(1) and to retain that portion of the old alignment of State Route 24 from Engineer Station 554+10 northwesterly 5000 feet for maintenance use. The remainder of the old alignment will be abandoned.

Attached is a copy of the resolution and a location map.

Very truly yours,

L. R. Jester, P.E.
Chief, Systems Planning Div.

Attachment

RESOLUTION

State Route 24

WHEREAS, the construction of Project RS-S-0371(11) has resulted in the construction of a section of roadway from Greasewood Wash to I-70 at Buckmaster Interchange in Emery County, and

WHEREAS, portions of the old alignment of State Route 24 will serve as public roads though not justified as part of the State System of Highways, and

WHEREAS, it has been recommended by James L. Deaton, District Engineer, and concurred in by the Emery County Commission that the following portions of the old alignment of State Route 24 be abandoned:

From the new location of State Route 27 (US-50 & 6) north to the old location of State Route 27 (US-50 & 6).

From the N/A line on its intersection with I-70 southerly to a county road situated in Sec. 22, T. 21 S., R. 15 E.

From the new alignment of State Route 24 westerly across the San Rafael River to a point in Sec. 28, T. 22 S., R. 14 E.

That all remaining portions of State Route 24 be transferred to the jurisdiction of Emery County.

NOW THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, as amended, it is hereby resolved as follows:

That the portion of highway constructed on new alignment as a result of the construction of Project RS-S-0371(11) be designated as part of State Route 24,

That the following portions of the old alignment of State Route 24 be abandoned:

From the new location of State Route 27 (US-50 & 6) north to the old location of State Route 27 (US-50 & 6).

From the N/A line on its intersection with I-70 southerly to a county road situated in Sec. 22, T. 21 S., R. 15 E.

From the new alignment of State Route 24 westerly across the San Rafael River to a point in Sec. 28, T. 22 S., R. 14 E.

That all remaining portions of State Route 24 be transferred to the jurisdiction of Emery County,

That by this action the resolution adopted by the Utah State Road Commission August 20, 1964, pertaining to the relocation of State Route 24 be hereby amended,

That by this action State Highway System mileage will decrease 7.1 + - miles,

That the letter from the Emery County Commission and the memorandum from James L. Deaton pertaining to the subject roadways be hereby incorporated as a part of this submission,

That the memorandum from J. W. Homer, Plans & Estimates Engineer, relating to the interest held and the manner of acquisition of the subject highway right-of-way be hereby incorporated as a part of this submission,

That the map illustrating the action taken herewith be hereby incorporated as a part of this submission.

Dated this 16th day of July, 1971.

STATE ROAD COMMISSION OF UTAH

Clem A. Church
Chairman

B. LaFawn Cox
Vice-Chairman

Wm. S. Winter
Commissioner

Lee S. Hunt
Commissioner

Frank Scott
Commissioner

ATTEST:

Robert C. Mearns
Secretary

Public Domain
Public Domain
W/D
W/D & G Road
Public Domain

W/D to be abandoned located in the following sections:

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 16, 1971

TO : B. Dale Burningham
Chief Research Engineer, Planning & Programming

FROM : J. W. Homer *JWH*
Plans & Estimates Engineer

SUBJECT: Disposition of Old Alignment State Route 24
Project No. R.S.-S-0371(11)

Here is the information requested by L. R. Jester in his letter to this office dated May 21, 1971, in regard to the interest held, the manner of acquisition of the old highway right-of-way and my recommendations pertaining to the abandonment of those roadways outlined in the attached memorandum from James L. Deaton, District Engineer.

Interest Held

The interest held by the Highway Department on the subject property is fee title, State land, and Government land grants. (Public Domain)

Manner of Acquisition

U-24 to be turned over to Emery County located in the following sections:

(Location)

Sections 14, 15, 22, 27, 28, 32 & 33 T. 21 S., R. 15 E., S.L.B.&M.
Sections 5, 6, 7 & 18 T. 22 S., R. 15 E., S.L.B.&M.
Sections 13, 23, 24, 26, 28 & 33 T. 22 S., R. 14 E., S.L.B.&M.

Manner of Acquisition

Section 14, 15 & 22, T. 21 S., R. 15 E., S.L.B.&M.	Public Domain
SW $\frac{1}{4}$ NE $\frac{1}{4}$ Section 22, T. 21 S., R. 15 E., S.L.B.&M.	W/D
NW $\frac{1}{4}$ NW $\frac{1}{4}$ Sec. 28, T. 21 S., R. 15 E., S.L.B.&M.	Public Domain
SW $\frac{1}{4}$ NW $\frac{1}{4}$ Sec. 28, T. 21 S., R. 15 E., S.L.B.&M.	W/D
SE $\frac{1}{4}$ NE $\frac{1}{4}$ Sec. 27, T. 21 S., R. 15 E., S.L.B.&M.	State Land
N $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 27, T. 21 S., R. 15 E., S.L.B.&M.	W/D
S $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 27 & Sec. 33, T. 21 S., R. 15 E., S.L.B.&M.	Public Domain
Section 32, T. 21 S., R. 15 E., S.L.B.&M.	State Land
Sec. 5, 6, 7, & 18, T. 22 S., R. 15 E., S.L.M.	Public Domain
Sec. 13, 23 & 24 & 26, T. 22 S., R. 14 E., S.L.M.	Public Domain
SE $\frac{1}{4}$ Sec. 28, T. 22 S., R. 14 E., S.L.M.	W/D
E $\frac{1}{2}$ Sec. 33, T. 22 S., R. 14 E., S.L.M.	W/D & Q Deed
NE $\frac{1}{4}$ Sec. 4, T. 23 S., R. 15 E., S.L.M.	Public Domain

U-24 to be abandoned located in the following sections:

B. Dale Burningham
Page 2
June 16, 1971

(Location)

Section 11, 14, & 22, T. 21 S., R. 15 E., S.L.M.
Section 27 & 28, T. 22 S., R. 14 E., S.L.M.

Manner of Acquisition

SW $\frac{1}{4}$ SW $\frac{1}{4}$ Sec. 11, T. 21 S., R. 15 E., S.L.M.	T. Deed & Q.C.D.
NW $\frac{1}{4}$ NW $\frac{1}{4}$ Sec. 14, T. 21 S., R. 15 E., S.L.M.	W/D
SW $\frac{1}{4}$ NW $\frac{1}{4}$ Sec. 14, T. 21 S., R. 15 E., S.L.M.	Public Domain
SW $\frac{1}{4}$ NE $\frac{1}{4}$ Sec. 22, T. 21 S., R. 15 E., S.L.M.	W/D
NE $\frac{1}{4}$ SW $\frac{1}{4}$ Sec. 22, T. 21 S., R. 15 E., S.L.M.	Public Domain

New U-24 to be added to the State Road System.

(Location)

Sections 10, 15, 22, 27, 34, 33, T. 22 S., R. 14 E.
Section 4, T. 23 S., R. 14 E., S.L.B.&M.

All the above property for the subject highway was purchased under Project No. S-0371(8).

Recommendations

I agree with the disposition of the old U-24 as outlined in the attached memorandum from James L. Deaton, so long as there will be adequate access provided and maintained north of new US-6 and 50 in Section 14, T. 21 S., R. 15 E., S.L.B.&M. Also as per the request of the Emery County Commission in a letter to James L. Deaton, dated May 12, 1971, to have the portion west of the intersection of the new U-24 and the old in Section 27, 28 and 33, transferred or abandoned to adjacent property owners, will this provide adequate access, or will it eliminate the access from the new U-24 highway.


Att.

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: May 13, 1971

TO : B. Dale Burningham
Chief Research Engr, Plan. & Prog.

FROM : James L. Deaton 
District Engineer

SUBJECT: RS-S-0371(11) Disposition of U-24 from Section 4, T. 23 S.
R. 14 E., to Section 11, T. 21 S., R. 15 E.
PPM 07-4

By letter dated April 23, 1971, I requested the Board of Emery County Commissioners to review the District's recommendation for the disposition of U-24 as captioned above. Attached hereto is a letter dated May 12, 1971 from the Emery County Commission under the signature of Glen P. Bott, Clerk. This letter makes a small change in that recommended in my letter of April 23, 1971. This I have discussed verbally with Mr. Glen Jones, Commissioner and Mr. Vern Leamaster, Emery County Road Supervisor.

Therefore in accordance with their letter dated May 12, 1971, and my conversation with the afore mentioned gentlemen, the District Engineer makes the following recommendations for the disposition of U-24 as captioned above:

1. That the old U-24 alignment shown in blue on the attached plat be transferred to the Emery County Road System.
2. That the new U-24 alignment from the Buckmaster Interchange southerly to Sec. 4, T. 23 S., R. 14 E. be added to the State system. (shown in heliotrope color)
3. That the old U-24 alignment (shown in red) be abandoned. These sections as shown in red are located from the old US 6-50 to the new US 6-50 located in Sections 11 and 14, T. 21 S., R. 15 E. From the N/A line on its intersection with I-70 southerly to a County road shown on the plan and situated in Sec. 22 T. 21 S., R. 15 E., and the section throughout the Hat Range property from the intersection with the new 24 alignment westerly across the San Rafael River to the intersection of a County road located in Sections 27 and 28, T. 22 S., R. 14 E. In accordance with PPM 07-4, this is the recommendation of the Board of Emery County Commissioners and the District Four Engineer.

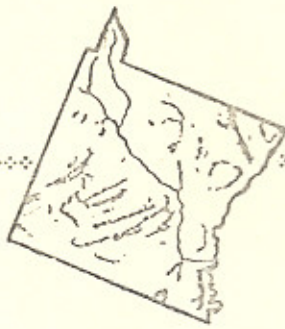
JLD:slj

cc: Blaine J. Kay, State Highway Engineer
Fran C. Felch, Commissioner, SRC
Board of Emery County Commissioners

Emery County Board of Commissioners
Castle Dale, Utah 84513

A Great Future

Coal, Gas and Uranium



Gardell Snow, Chairman
Glenn E. Jones
Kent Stilson
Glen P. Bott, Clerk

May 12, 1971


Utah State Department of Highways
James L. Deaton
District Engineer
Price, Utah 84501

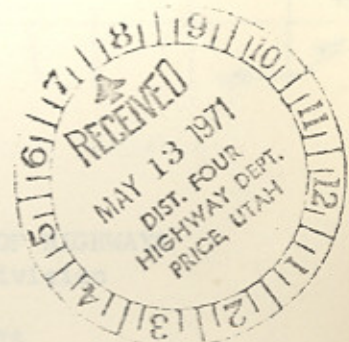
Dear Mr. Deaton:

We agree with the disposition of the old U-24 as per your proposal, except we would like to have that portion West of the intersection of the new U-24 and the old in Section 27, 28 and 33 transferred or abandoned to adjacent property owners.

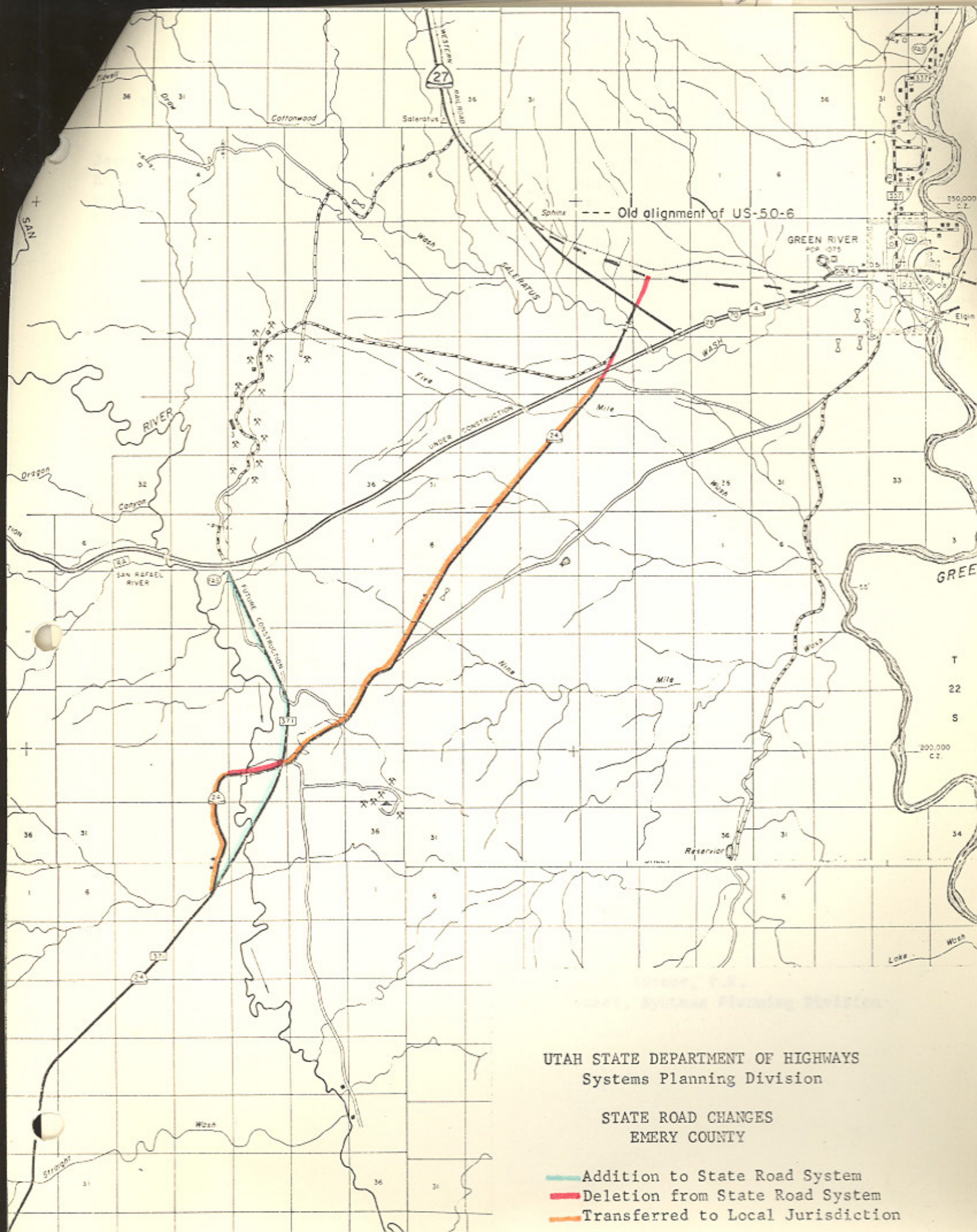
Very truly yours,

EMERY COUNTY COMMISSION


Glen P. Bott, Clerk



SR-24



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
EMERY COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Information sent to: James L. Deaton, District #4 Engineer

Jerry Fenn	Maurice RiChey	Ellen Wandell	Charles Bertolina
Ralph Murdock	Clarence Stephens	Harold Brown	Jim West
Dean Steed	Evelyn Crill	Ray Behling	Don Jensen
Porter M. Gooch	Wallace Liffle	Bonnie Garcia	Clarence Bywater
Keith Rosevear	David Sargent	John W. Homer	Ken Riddle
Robert Walsh	Art Geurts	Chauncey Powis	Winston Neiman
Lillian Witkowski	Robin Hood	E. Paul Gilgen	Robert Weadon
Mary Decker	Ezra Christensen	Bert Kros	

August 4, 1971

Mr. Gardell Snow, Chairman
Emery County Commission
Emery County Courthouse
Castle Dale, Utah 84513

Dear Commissioner Snow:

Subject: Deletions and Transfers of State Route 24 in Emery County

Effective July 16, 1971, the State Road Commission adopted a resolution to abandon and transfer portions of the old alignment of State Route 24 created by the construction of Project RS-S-0371(11) from Greasewood Wash to Interstate Route 70 at Buckmaster Interchange as described in the attached resolution.

Transmitted is a copy of the resolution and a location map.

Very truly yours,

L. R. Jester, P.E.
Chief, Systems Planning Division

Attachment

SR-24
Wayne
24

file

RESOLUTION

Transfer of a Portion of SR-24 North of Hanksville
Project No. S-0371(15)

WHEREAS, SR-24 north of Hanksville was realigned by Project Number S-0371(15), and

WHEREAS, the Wayne County Commission has requested that the old alignment from milepost 1.9 across the Fremont River to, but not including the bridge at Muddy River, a distance of 1.2 miles, be transferred to County jurisdiction, and

WHEREAS, the District 3 Director agrees with the request and the Statewide Planning Section recommends that this action be taken.

NOW THEREFORE, be it resolved that, in accordance with Utah Code Annotated 1953, 27-12-29, the old alignment of SR-24 from milepost 1.9 across the Fremont River to, but not including the bridge at Muddy River, a distance of 1.2 miles, be transferred to the jurisdiction of Wayne County, and

Be it resolved that by this action the Wayne County Class B mileage will increase 1.2 miles, and

Be it resolved that the attached map be submitted as a part of this resolution.

Dated this 9th day of February, 1979.

UTAH TRANSPORTATION COMMISSION

B. LaSain

Chairman

William H. Peterson

Vice-Chairman

John E. Lund

Commissioner

Clayton A. Church

Commissioner

ATTEST:

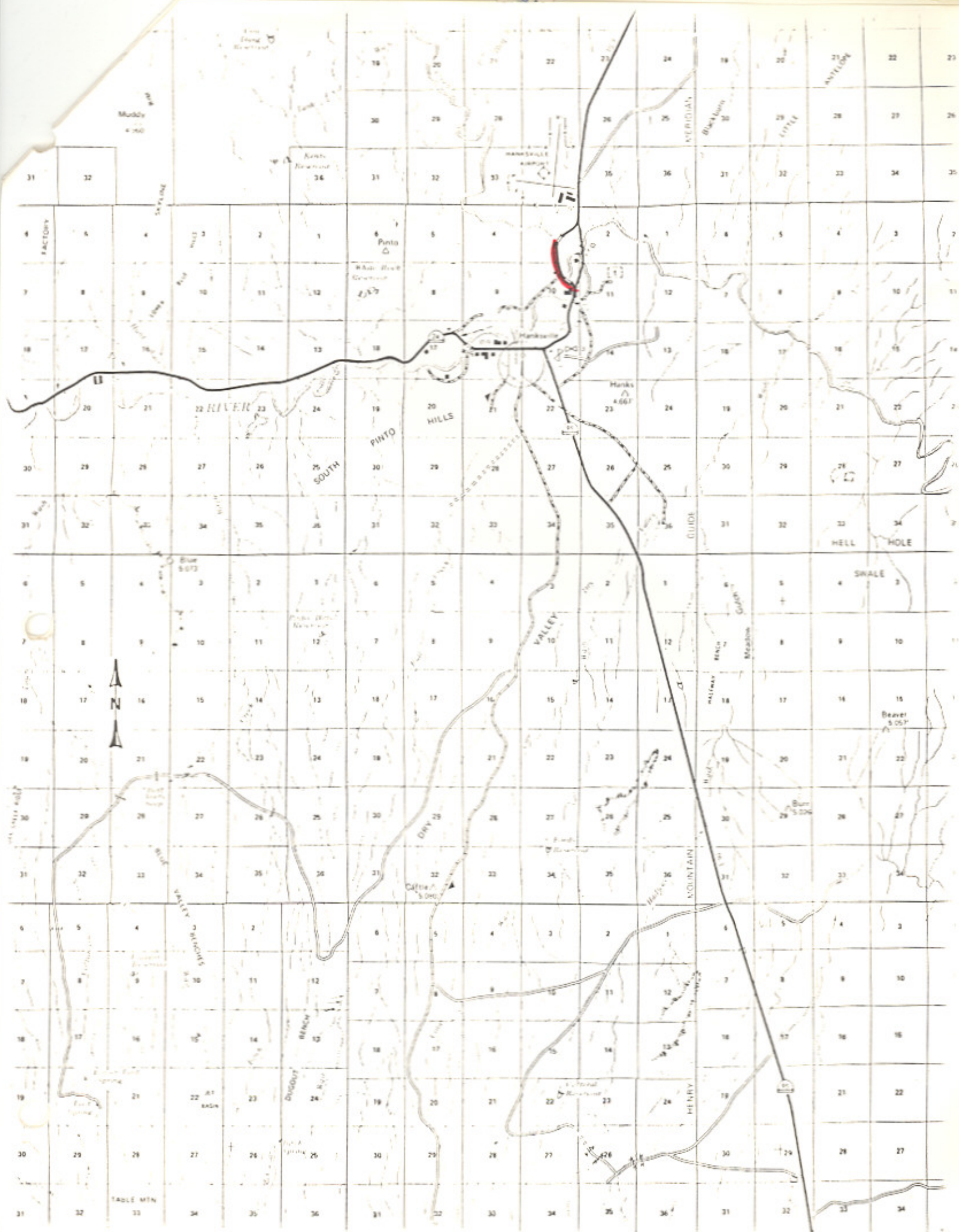
Ronald A. Finley

Secretary

James H. Pugh

Commissioner

Wayne



SR-24
Wayne

UTAH STATE DEPARTMENT OF HIGHWAYS

March 12, 1979

C
Mr. Kenneth Rees, Chairman
Wayne County Commission
Wayne County Courthouse
Loa, Utah 84747

Dear Commissioner Rees:

O
Subject: Transfer of a Portion of SR-24 in Wayne County

On February 9, 1979, the Utah Transportation Commission approved the transfer of a portion of SR-24 north of Hanksville to the jurisdiction of Wayne County as described in the enclosed resolution.

P
Enclosed is a copy of the resolution and a location map.

Very truly yours,

Y
L. N. Jester, P.E.
Engineer for Transportation Planning

Enclosure

cc: Howard B. Leatham, Engineer for Planning & Programming
Howard H. Richardson, District #3 Director

Information sent to:

Jerry Fenn
Ralph Murdock
Dennis Spackman
Robert Wheadon
Keith Rosevear

W. J. Stephenson
J. Q. Adair
James Naegle
Robin Hood
Art Guerts

Martin Cutler
Ray Behling
Bonnie Garcia
John W. Homer
Ken Riddle

Charles Bertolina
E. E. Lovelace
Don Jensen
Clarence Bywater

10-11

Quit
Claims
SR-12

SR-24

FILED FOR RECORD AT REQUEST OF UTAH DEPARTMENT OF TRANSPORTATION DATE 4-5-93 @ 9:00 A.M. RECORDED IN BOOK 155 OF OFFICIAL RECORDS PAGES 44-45 WAYNE COUNTY UTAH RECORDS LOMA BLACKBURN RECORDER

122386

Quit Claim Deed

Wayne County

Parcel No. 34:1:4Q

Ref. Project No. NP-34(12)

4501 SOUTH 2100 W. LOT 10
SALT LAKE CITY, UTAH 84115-2000

The UTAH DEPARTMENT OF TRANSPORTATION, by its duly appointed Director, Grantor, of Salt Lake City, County of Salt Lake, State of Utah, hereby QUIT CLAIMS to RAYMOND POTTER and DIANE POTTER, as joint tenants, Grantee, at 42 North Main, Loa, County of WAYNE, State of UTAH, zip 84747, for the sum of *****TEN DOLLARS AND NO/100***** Dollars, and other good and valuable considerations, the following described tract of land in Wayne County, State of Utah, to-wit:

A tract of land situate in the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 7, T. 29 S., R. 5 E., S.L.B. & M. The boundaries of said tract of land are described as follows:

Beginning at the intersection of the southwesterly right of way line of the former highway and the east line of said SW $\frac{1}{4}$ SE $\frac{1}{4}$ of said Section 7, which point is approximately 450 ft. south of the Northeast corner of said SW $\frac{1}{4}$ SE $\frac{1}{4}$ of said Section 7; thence running northwesterly 340 ft., more or less along said southwesterly right of way line to the intersection of said southwesterly right of way line of said former highway & the southwesterly right of way line of highway State Route 24 at a point 50.00 ft. radially distant southwesterly from the centerline of said highway State Route 24; thence southeasterly 260 ft., more or less, along said southwesterly right of way line of said highway State Route 24 at a distance of 50.00 ft. parallel to and concentric with said centerline of said State Route 24 to the intersection of said east line of said SW $\frac{1}{4}$ SE $\frac{1}{4}$ and said southwesterly right of way line of said State Route 24; thence south 110 ft., more or less, along said east line to the point of beginning.

The above described tract of land contains 0.25 acre, more or less.

Together with and subject to any and all easements, restrictions, and rights of way appearing of record or enforceable in law and equity.

Junkyards, as defined in 23 USC, Section 136, shall not be established or maintained on this tract.

Continued on Page 2

IN WITNESS WHEREOF, the said UTAH DEPARTMENT OF TRANSPORTATION has caused this instrument to be executed this 29th day of March, A.D. 1993, by its Director.

STATE OF U T A H)
) ss.
COUNTY OF W A Y N E)

UTAH DEPARTMENT OF TRANSPORTATION
By W. Craig Zwick
Director

On the date first above written personally appeared before me, W. Craig Zwick, who, being by me duly sworn, did say that he is the Director, and he further acknowledged to me that said instrument was signed by him in behalf of said UTAH DEPARTMENT OF TRANSPORTATION.

WITNESS my hand and official seal the date in this certificate first above written.

My Commission expires: 5-5-96

Shirley J. Iverson
Notary Public



NOTARY PUBLIC
Shirley J. Iverson
4801 South 2700 West
Salt Lake City, Utah 84119
My Commission Expires
May 6, 1996
STATE OF UTAH

Prepared by JWM 5/14/92

4501 SOUTH 2000 EAST
SALT LAKE CITY, UTAH 84119-2000

Quit Claim Deed

Wayne County

Parcel No. 34:1:30

Ref. Project No. NF-34(12)

The UTAH DEPARTMENT OF TRANSPORTATION, by its duly appointed Director, Grantor, of Salt Lake City, County of Salt Lake, State of Utah, hereby QUIT CLAIMS to KAREN KESLER and SALLY ELLIOT, Grantee_s at P. O. Box 28, Mendocino, County of MENDOCINO, State of CALIFORNIA, zip 95460, for the sum of *****FIVE HUNDRED AND NO/100***** Dollars, and other good and valuable considerations, the following described tract of land in Wayne County, State of Utah, to-wit:

A tract of land situate in the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 7, T. 29 S., R. 3 E., S.L.B. & M. The boundaries of said parcel of land are described as follows:

Beginning at the intersection of the northeasterly right of way line of the former highway and the south line of said Section 7, which point is approximately 964 ft. S. 89°53' W. from the Southeast corner of Section 7, T. 29 S., R. 3 E., S.L.B. & M.; thence N. 10°07' W. 630 ft., more or less, along said northeasterly right of way line to the arc of a curve to the left; thence northwesterly 225 ft., more or less, along said arc of said northeasterly right of way line to the intersection of said northeasterly right of way line and the southwesterly right of way line of highway State Route 24 at a point 100.00 ft. perpendicularly distant southwesterly from the centerline of said State Route 24 at approximately Engineer Station 63+15; thence N. 53°24' W. 165 ft., more or less, along said southwesterly right of way line of said State Route 24 to the intersection of said southwesterly right of way line of said State Route 24 and the east line of said SE $\frac{1}{4}$ SE $\frac{1}{4}$ of said Section 7 at a point 100.00 ft. radially distant southwesterly from the centerline of said State Route 24; thence south 50 ft., more or less, along said east line to the intersection of the southwesterly right of way line of said former highway and said east line; thence southeasterly 170 ft., more or less, along said southwesterly right of way line of said former highway to the arc of a curve to the right; thence southeasterly 140 ft. along said arc of said southeasterly right of way line of said former highway; thence S. 10°07' W. 625 ft., more or less, along said southeasterly right of way line to the intersection of said southeasterly right of way line and said south line of said Section 7; thence N. 89°53' E. 70 ft., more or less, to the point of beginning.

The above described tract of land contains 1.3 acres, more or less.

Together with and subject to any and all easements, restrictions, and rights of way appearing of record or enforceable in law and equity.

Junkyards, as defined in 23 USC, Section 136, shall not be established or maintained on this tract.

Continued on Page 2

IN WITNESS WHEREOF, the said UTAH DEPARTMENT OF TRANSPORTATION
has caused this instrument to be executed this 29th day of March,
A.D. 1993, by its Director.

STATE OF U T A H

) UTAH DEPARTMENT OF TRANSPORTATION

) ss. By W. Craig Zwick Director

COUNTY OF W A Y N E

On the date first above written personally appeared
before me, W. Craig Zwick, who, being by me duly sworn, did say
that he is the Director, and he further acknowledged to me that said instrument
was signed by him in behalf of said UTAH DEPARTMENT OF TRANSPORTATION.

WITNESS my hand and official seal the date in this certificate
first above written.

My Commission expires: 5-5-96

Prepared by JWM 5/14/92



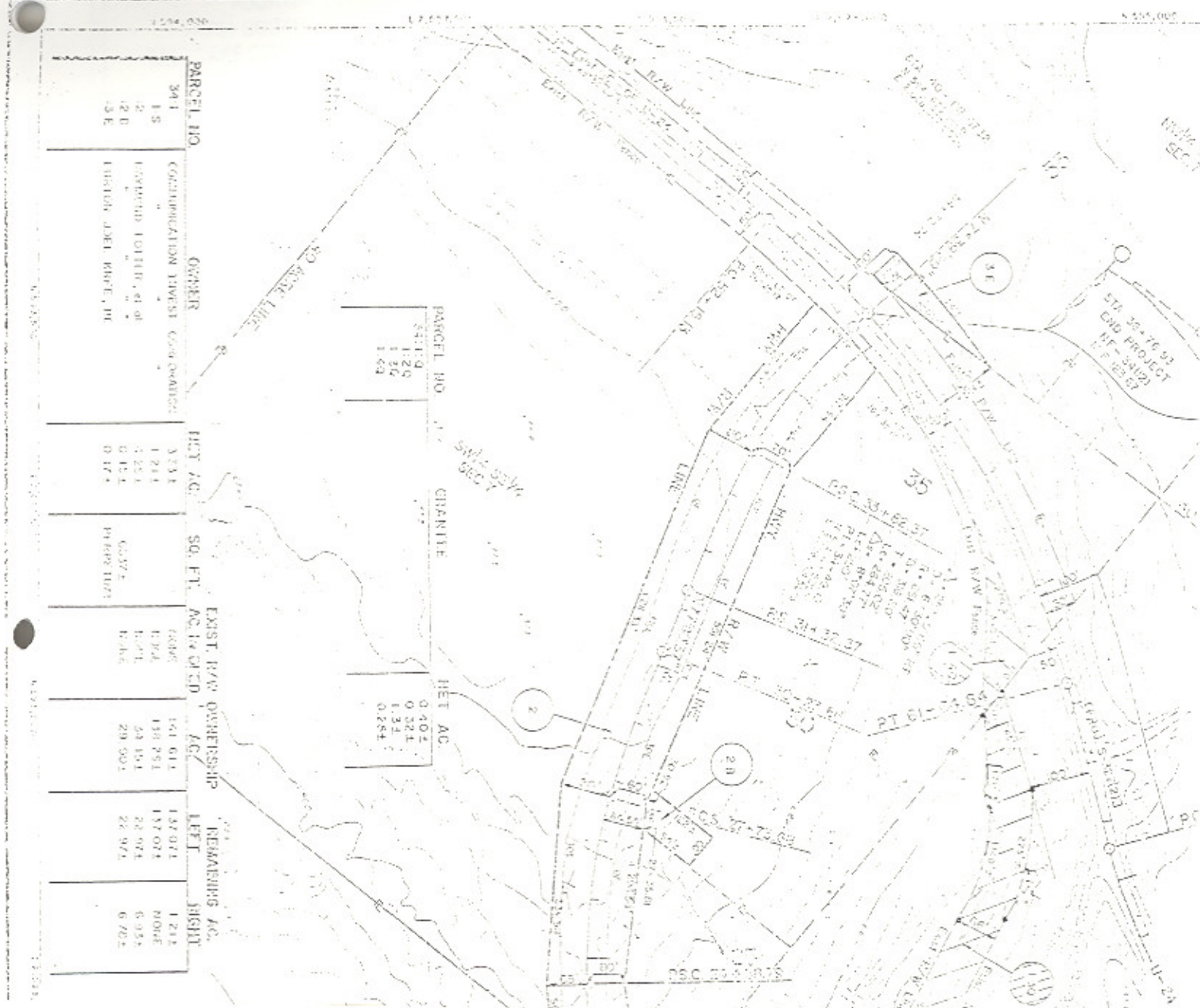
NOTARY PUBLIC
Shirley J. Iverson
4801 South 2700 West
Salt Lake City, Utah 84119
My Commission Expires
May 5, 1996
STATE OF UTAH

8,555,000

SEC 7

STA 30+76.93
END PROJECT
NF-34121
11-1-1983

11-24



PARCEL NO.	CHARTER	NET AC.
341.0		0.402
1.20		0.321
1.30		1.34
1.40		0.261

PARCEL NO.	OWNER	NET AC.	SQ. FT.	EXIST. R/W OWNERSHIP	REMAINING AC.
341	CONCRETE TREST CO. & ASSOCIATES	3.73	160,600	161.61	1.37
1.5	UNIVERSITY OF ILLINOIS, CHICAGO	1.21	52,400	1.21	0.00
1.6	UNIVERSITY OF ILLINOIS, CHICAGO	1.23	53,400	1.23	0.00
1.7	UNIVERSITY OF ILLINOIS, CHICAGO	0.15	6,500	0.15	0.00
1.8	UNIVERSITY OF ILLINOIS, CHICAGO	0.17	7,400	0.17	0.00

NET AC. 33.4
 SO. FL. 1.21
 AC. 1.25
 PERPETUAL 0.15
 0.17

EXIST. R/W OWNERSHIP
 AC. 166.6
 161.61
 158.75
 141.14
 29.50

LEFT
 137.07
 137.07
 22.97
 22.97

RIGHT
 1.21
 1.21
 0.91
 6.70

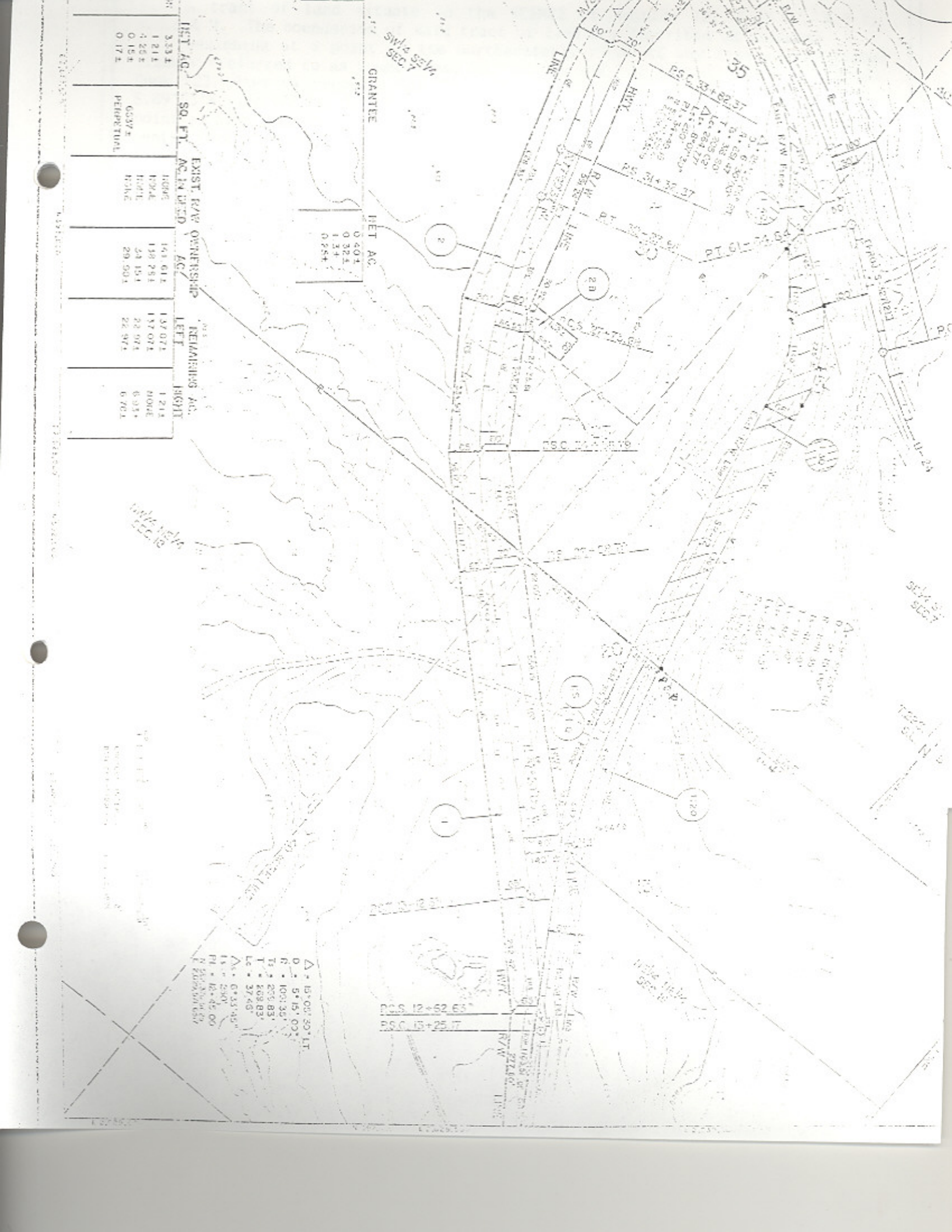
SW 1/4 SEC 7
 GRANTEE

NET AC.
 0.60
 0.32
 1.34
 0.24

12+62.66
 12+25.17
 12+22.10

Δ = 13°00'30" LT
 D = 5'15" 0.01
 R = 100.35
 T = 239.83
 L = 208.83
 Lc = 37.46
 Δ = 0°35'45"
 T = 250
 P = 12+42.00
 R = 200.00 0.60

100.00
 100.00
 100.00
 100.00



123155

DEPT.

FOURTH EDITION
4501 SOUTH 2700 WEST
SALT LAKE CITY, UTAH 84119-0000

Quit Claim Deed

Wayne County

Parcel No. 34:1:230
Project No. NF-34(12)

The UTAH DEPARTMENT OF TRANSPORTATION, by its duly appointed Director, Grantor,
of Salt Lake City, County of Salt Lake, State of Utah, hereby QUIT CLAIMS
to Charlamar Trust, Charles A. Tuttle and Marjorie Tuttle, Co-Trustees, Grantee,
at P. O. Box 750012, Torrey, Utah 84775

County of Wayne, State of Utah, zip 84775, for the sum
of Ten (\$10.00) Dollars.

and other good and valuable considerations, the following described tract of land
in Wayne County, State of Utah, to-wit:

A tract of land situate in the NE1/4 of Section 18, T.29 S., R.5 E.,
S.1/4 M. The boundaries of said tract of land are described as follows:

beginning at a point in the northeasterly right of way line of the former
highway (referred to as County Road No. 361 per deed of record, Entry No. 101660,
Book 123, Page 64 recorded May 20, 1977) which point is approximately 821 ft.
S.39°53'W. and 377 ft. S.0°07'E. from the northeast corner of said Section 18, said
point is also approximately 140 ft. perpendicularly distant northeasterly from the
center line of highway State Route 12 known as project NF-34(12) at Engineer Station
16+00; and Running thence S.42°40'W. 39 ft., more or less, to a point in the
northwesterly "Right of Way Line" of said highway State Route 12; thence S.48°12'E.
174 ft., more or less, along said "Right of Way Line" of State Route 12 to a point
in said northeasterly right of way line of said former highway; thence Northwesterly
183 ft., more or less, along said northeasterly right of way line of said former
highway to the point of beginning. The above described tract of land contains 0.118
acre, more or less.

Together with and subject to any and all easements, rights-of-way and
restrictions appearing of record or enforceable in law and equity.

Linkways, as defined in 23 United States Code, Section 126, shall not be
established or maintained on the above described tracts of lands.

IN WITNESS WHEREOF, said UTAH DEPARTMENT OF TRANSPORTATION has caused this
instrument to be executed this 5th day of November,
A.D. 1993 by its Director.

STATE OF UTAH

ss.

UTAH DEPARTMENT OF TRANSPORTATION

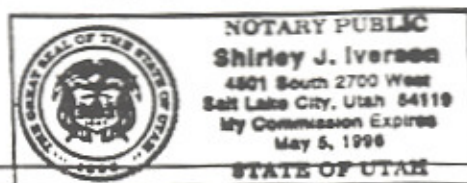
COUNTY OF SALT LAKE

By [Signature]
Director

On the date first above written personally appeared before me,
W. Craig Zwick, who, being by me duly sworn, did say
that he is the Director, and he further acknowledged to me that said instrument
was signed by him in behalf of said UTAH DEPARTMENT OF TRANSPORTATION.

WITNESS my hand and official stamp the
date in this certificate first above written.

[Signature]
Notary Public



N 594.000 E 2,027.500 N 584.500 E 2,025.000 N 575.000

NW 1/4 SEC. 7

STA. 25+76.93
END PROJECT
M.P. 123.67

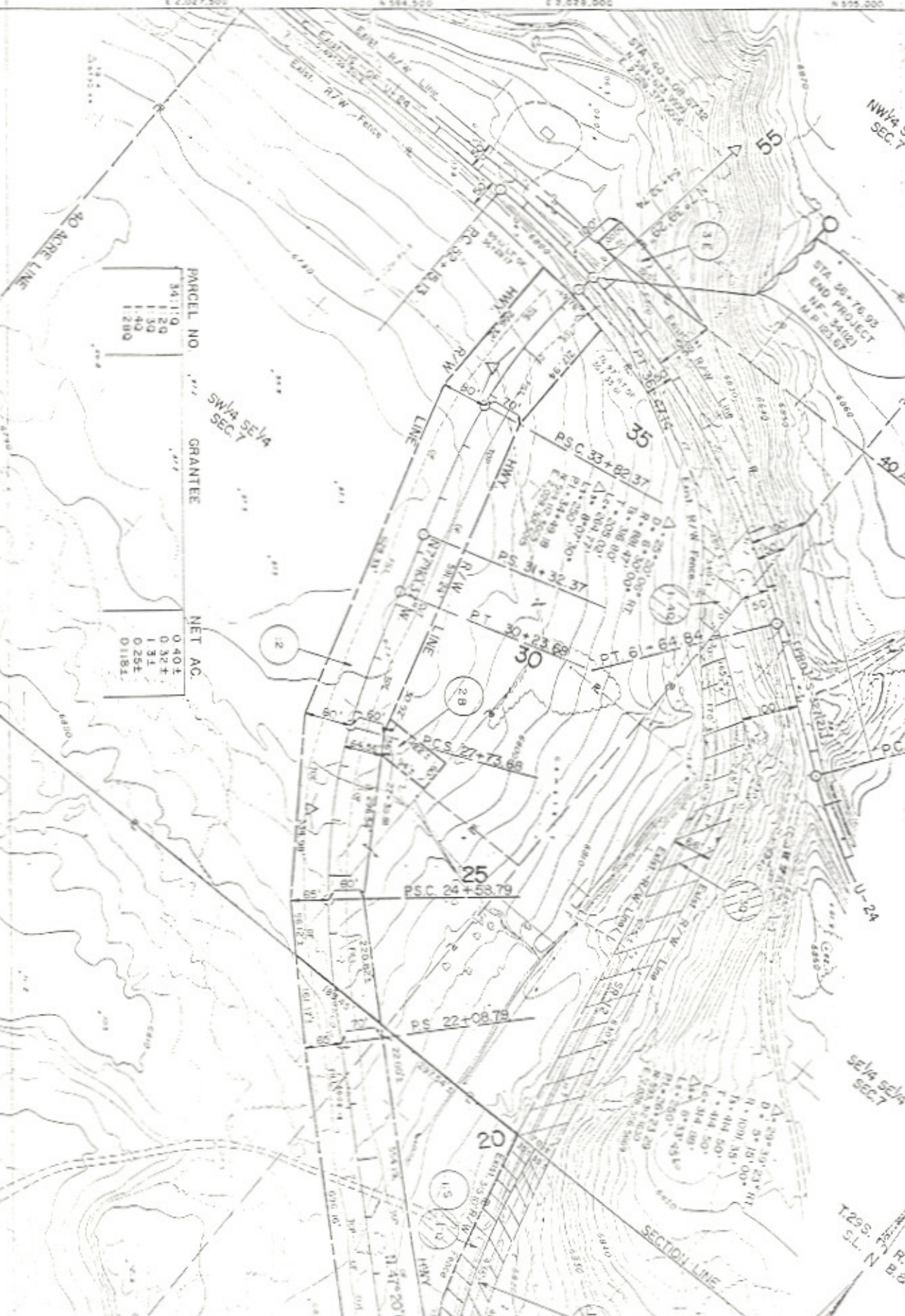
40 AL

U-24

SE 1/4 SEC. 7

T29S. R. 34E. B. 1E.

SECTION LINE



PARCEL NO. 341
GRANTEE
NET AC.
0.404
0.324
1.31
0.254
0.1181

PARCEL NO. 341
GRANTEE
NET AC.
0.404
0.324
1.31
0.254
0.1181

PARCEL NO.

OWNER

NET AC.

SO. FT. AC. IN DEED

EXIST. R/W OWNERSHIP

LEFT

RIGHT

COMMUNICATION INVEST CORPORATION

3.334

NONE

141.614

137.071

1.214

1.5

1.214

NONE

138.284

137.071

NONE

2

4.254

NONE

34.154

22.974

6.934

2B

0.154

60.574

29.304

22.974

6.704

3E

PERPETUAL

NW 1/4 SEC. 7

SE 1/4 SEC. 7

N 593.500

E 2,027.500

N 593.000

E 2,028.500

N 592.500

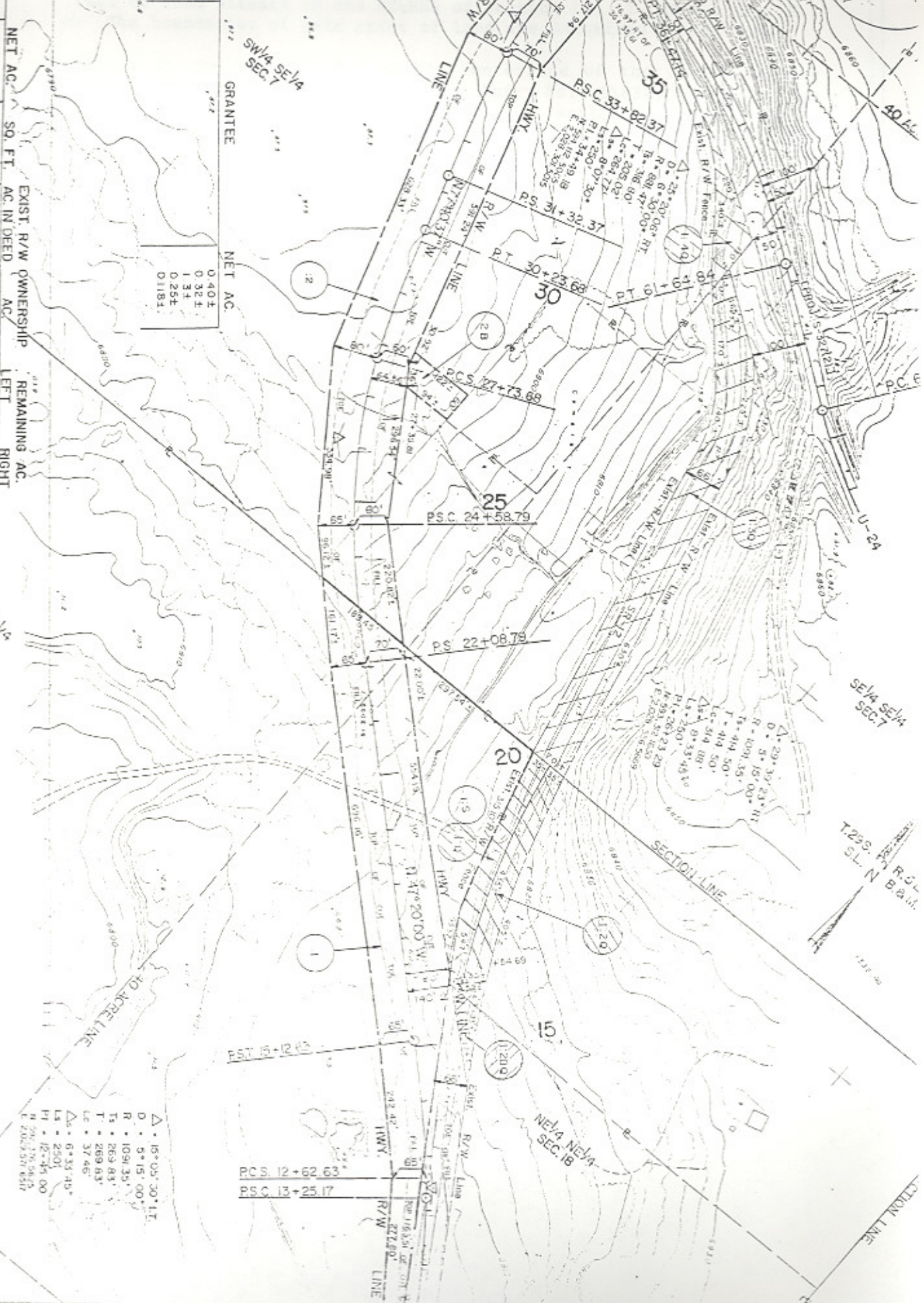
E 2,028.500

CONTOUR INTERVAL
ELEVATION

NET AC.	SQ. FT.	AC. IN DEED	EXIST. R/W OWNERSHIP	LEFT	RIGHT
3.33 ±			NONE	1.3707 ±	1.21 ±
1.21 ±			NONE	1.3707 ±	NONE
4.29 ±			NONE	22.97 ±	6.93 ±
0.15 ±			NONE	22.97 ±	6.78 ±
0.17 ±			PERPETUAL		

NET AC.	SQ. FT.	AC. IN DEED	EXIST. R/W OWNERSHIP	LEFT	RIGHT
3.33 ±			NONE	1.3707 ±	1.21 ±
1.21 ±			NONE	1.3707 ±	NONE
4.29 ±			NONE	22.97 ±	6.93 ±
0.15 ±			NONE	22.97 ±	6.78 ±
0.17 ±			PERPETUAL		

NET AC.	SQ. FT.	AC. IN DEED	EXIST. R/W OWNERSHIP	LEFT	RIGHT
3.33 ±			NONE	1.3707 ±	1.21 ±
1.21 ±			NONE	1.3707 ±	NONE
4.29 ±			NONE	22.97 ±	6.93 ±
0.15 ±			NONE	22.97 ±	6.78 ±
0.17 ±			PERPETUAL		



△ 15° 05' 30" LT	1.3707 ±
D 5° 15' 00" RT	1.3707 ±
R 109° 35' 30" RT	1.3707 ±
T 269.83'	1.3707 ±
T 269.83'	1.3707 ±
L 37' 46"	1.3707 ±
△ 6° 33' 45"	1.3707 ±
L 250'	1.3707 ±
PT 12° 45' 00"	1.3707 ±
N 592,500	1.3707 ±
E 2,027,500	1.3707 ±

UTAH DEPARTMENT OF TRANSPORTATION
4501 SOUTH 2000 EAST
SALT LAKE CITY, UTAH 84119

Quit Claim Deed

Wayne County

123103

Parcel No. 34:1:Q
Ref. Project No. NF-34(12)

The UTAH DEPARTMENT OF TRANSPORTATION, by its duly appointed Director, Grantor,
of Salt Lake City, County of Salt Lake, State of Utah, hereby QUIT CLAIMS
to Chariamar Trust, Charles A. Tuttle and Marjorie Tuttle, Co-Trustees Grantee,
at P. O. Box 750012, Torrey, Utah 84775,
County of Wayne, State of Utah, zip 84775, for the sum
of Ten (\$10.00) Dollars,

and other good and valuable considerations, the following described tract of land
in Wayne County, State of Utah, to-wit:

A tract of land situate in the NE&NE& of Section 18, T. 29 S., R. 5 E.,
S.L.B.& M. The boundaries of said tract of land are described as follows:

Beginning at the intersection of the centerline of the former highway
(referred to as County Road per deed of record, Entry No. 111834, Book 137, Page
45 recorded July 10, 1981) and the north line of said Section 18, which point is
approximately 999 ft. S. 89°53' W. from the Northeast corner of said Section 18,
T. 29 S., R. 5 E., S.L.B.& M.; thence S. 89°53' W. 35 ft., more or less, along
said north line to the intersection of the southwesterly right of way line of
said former highway and said north line; thence S. 15°16' E. 315.10 ft. along
said southwesterly right of way line; thence S. 32°15' E. 93.32 ft., more or
less, along said southwesterly right of way line to a point 80.00 ft.
perpendicularly distant northeasterly from the centerline of highway State Route
12 known as Project No. NF-34(12); thence S. 48°22'02" E. 54.7 ft., more or less,
along the northeasterly right of way line of said project No. NF-34(12) to a
point 80.00 ft. perpendicularly distant Northeasterly from the centerline of said
Project No. NF-34(12) at Engineer Station 16+00; thence N. 42°40' E. 24 ft., more
or less, to a point in said centerline of said former highway; thence
Northwesterly 435 ft., more or less, along said centerline of said former highway
to the point of beginning.

The above described tract of land contains 0.40 acre, more or less.

Together with and subject to any and all easements, restrictions and rights
of way appearing of record or enforceable in law and equity.

Junk yards as defined in 23 USC Section 136 shall not be established or
maintained on this tract.

IN WITNESS WHEREOF, the said UTAH DEPARTMENT OF TRANSPORTATION has caused this instrument to be executed this 5th day of November, A.D. 1993, by its Director.

STATE OF U T A H

) UTAH DEPARTMENT OF TRANSPORTATION

) .By [Signature]

) Director

COUNTY OF W A Y N E

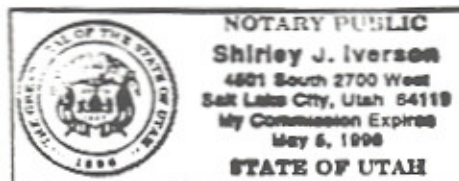
On the date first above written personally appeared before me, W. Craig Zwick, who, being by me duly sworn, did say that he is the Director, and he further acknowledged to me that said instrument was signed by him in behalf of said UTAH DEPARTMENT OF TRANSPORTATION.

WITNESS my hand and official seal the date in this certificate first above written.

My Commission expires: 5-5-96

[Signature]
Notary Public

Prepared by JWM 5/13/92



PARTIAL LID

OWNER

COMMUNICATION INVEST CORPORATION

NET AC.

50. FT.

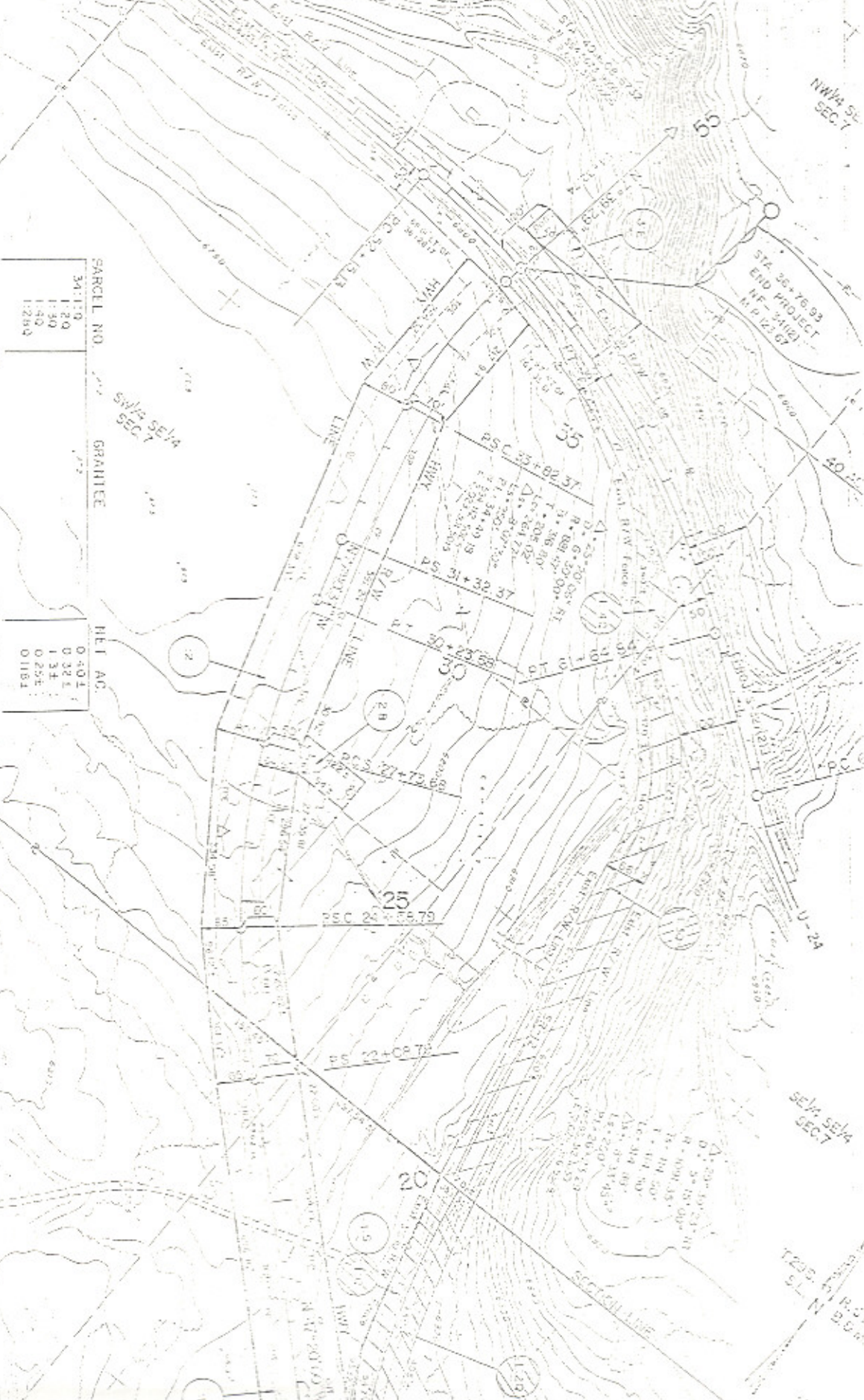
EXIST P/R OWNERSHIP

REMAINING AC.

LEFT

RIGHT

PARCEL NO.	GRANTEE	NET AC.	50. FT.	EXIST P/R OWNERSHIP	REMAINING AC.	LEFT	RIGHT
1	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2	1.21	1.21	1.21	1.21	1.21	1.21	1.21
3	1.21	1.21	1.21	1.21	1.21	1.21	1.21
4	1.21	1.21	1.21	1.21	1.21	1.21	1.21
5	1.21	1.21	1.21	1.21	1.21	1.21	1.21
6	1.21	1.21	1.21	1.21	1.21	1.21	1.21
7	1.21	1.21	1.21	1.21	1.21	1.21	1.21
8	1.21	1.21	1.21	1.21	1.21	1.21	1.21
9	1.21	1.21	1.21	1.21	1.21	1.21	1.21
10	1.21	1.21	1.21	1.21	1.21	1.21	1.21
11	1.21	1.21	1.21	1.21	1.21	1.21	1.21
12	1.21	1.21	1.21	1.21	1.21	1.21	1.21
13	1.21	1.21	1.21	1.21	1.21	1.21	1.21
14	1.21	1.21	1.21	1.21	1.21	1.21	1.21
15	1.21	1.21	1.21	1.21	1.21	1.21	1.21
16	1.21	1.21	1.21	1.21	1.21	1.21	1.21
17	1.21	1.21	1.21	1.21	1.21	1.21	1.21
18	1.21	1.21	1.21	1.21	1.21	1.21	1.21
19	1.21	1.21	1.21	1.21	1.21	1.21	1.21
20	1.21	1.21	1.21	1.21	1.21	1.21	1.21
21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
22	1.21	1.21	1.21	1.21	1.21	1.21	1.21
23	1.21	1.21	1.21	1.21	1.21	1.21	1.21
24	1.21	1.21	1.21	1.21	1.21	1.21	1.21
25	1.21	1.21	1.21	1.21	1.21	1.21	1.21
26	1.21	1.21	1.21	1.21	1.21	1.21	1.21
27	1.21	1.21	1.21	1.21	1.21	1.21	1.21
28	1.21	1.21	1.21	1.21	1.21	1.21	1.21
29	1.21	1.21	1.21	1.21	1.21	1.21	1.21
30	1.21	1.21	1.21	1.21	1.21	1.21	1.21
31	1.21	1.21	1.21	1.21	1.21	1.21	1.21
32	1.21	1.21	1.21	1.21	1.21	1.21	1.21
33	1.21	1.21	1.21	1.21	1.21	1.21	1.21
34	1.21	1.21	1.21	1.21	1.21	1.21	1.21
35	1.21	1.21	1.21	1.21	1.21	1.21	1.21
36	1.21	1.21	1.21	1.21	1.21	1.21	1.21
37	1.21	1.21	1.21	1.21	1.21	1.21	1.21
38	1.21	1.21	1.21	1.21	1.21	1.21	1.21
39	1.21	1.21	1.21	1.21	1.21	1.21	1.21
40	1.21	1.21	1.21	1.21	1.21	1.21	1.21
41	1.21	1.21	1.21	1.21	1.21	1.21	1.21
42	1.21	1.21	1.21	1.21	1.21	1.21	1.21
43	1.21	1.21	1.21	1.21	1.21	1.21	1.21
44	1.21	1.21	1.21	1.21	1.21	1.21	1.21
45	1.21	1.21	1.21	1.21	1.21	1.21	1.21
46	1.21	1.21	1.21	1.21	1.21	1.21	1.21
47	1.21	1.21	1.21	1.21	1.21	1.21	1.21
48	1.21	1.21	1.21	1.21	1.21	1.21	1.21
49	1.21	1.21	1.21	1.21	1.21	1.21	1.21
50	1.21	1.21	1.21	1.21	1.21	1.21	1.21



SECTION	NET AC.	59 FT. AC IN DEED	EXIST. P.O. OWNERSHIP	REMAINING AC.
1	3.332			
2	1.211			
3	4.251			
4	0.134			
5	0.172			
6				
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100				



$\Delta = 15^{\circ}05'39''$
 $D = 5^{\circ}10'00''$
 $R = 16.131$
 $T = 20.035$
 $E = 26.985$
 $L = 37.000$
 $\Delta = 8^{\circ}57'45''$
 $L = 20.000$
 $T = 20.000$
 $E = 20.000$
 $D = 20.000$
 $R = 20.000$

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

123187

ROAD
FOURTH E.
4601 SOUTH 2770
SALT LAKE CITY, UTAH 84115-17

Quit Claim Deed

Wayne County

Parcel No. 14-1-20
Ref. Project No. SF-34(12)

The UTAH DEPARTMENT OF TRANSPORTATION, by its duly appointed Director, Grantor,
of Salt Lake City, County of Salt Lake, State of Utah, hereby QUIT CLAIMS
to Charlamar Trust, Charles A. Tuttle and Marjorie Tuttle, Co-Trustees, Grantee,
at P. O. Box 750012, Torrey, Utah 84775

County of Wayne, State of Utah, zip 84775, for the sum
of Ten (\$10.00) Dollars.

and other good and valuable considerations, the following described tract of land
in Wayne County, State of Utah, to-wit:

A tract of land situate in the NE1/4 of Section 18, T. 19 S., R. 5 E.,
S.L.B. & M. The boundaries of said tract of land are described as follows:

beginning at the intersection of the centerline of the former highway
referred to as County Road No. 161 per deed of record, Entry No. 181660, Book 123,
Page 64 recorded May 20, 1977) and the North line of Section 18, T. 19 S., R. 5 E.,
S.L.B. & M., which point is approximately 999 ft. S. 89°53' W. from the Northeast
corner of said Section 18; thence N. 89°53' E. 35 ft., more or less, along said
north line to the intersection of the northeasterly right of way line of said former
highway and said north line; thence southeasterly 405 ft., more or less, along said
northeasterly right of way line to a point approximately 140 ft. perpendicularly
distant northeasterly from the centerline of highway State Route 12 known as project
SF-34(12) at Engineer Station 16+00.00; thence S. 42°40' W. 35 ft., more or less,
to a point in said centerline of said former highway; thence northwesterly 435 ft.,
more or less, along said centerline of said former highway to the point of
beginning. The above described tract of land contains 0.32 acre, more or less.

Together with and subject to any and all easements, restrictions, and rights
now appearing of record or enforceable in law and equity.

Junckyards, as defined in 13, USC, Section 136, shall not be established or
maintained on this tract.

IN WITNESS WHEREOF, the said UTAH DEPARTMENT OF TRANSPORTATION has caused this instrument to be executed this 5th day of November, A.D. 1993, by its Director.

STATE OF UTAH

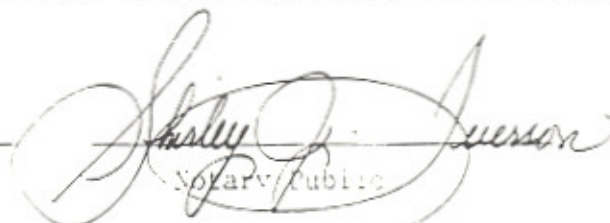
UTAH DEPARTMENT OF TRANSPORTATION

By


Director

On the date first above written personally appeared before me, W. Craig Zwick, who, being by me duly sworn, did say that he is the Director, and he further acknowledged to me that said instrument was signed by him in behalf of said UTAH DEPARTMENT OF TRANSPORTATION.

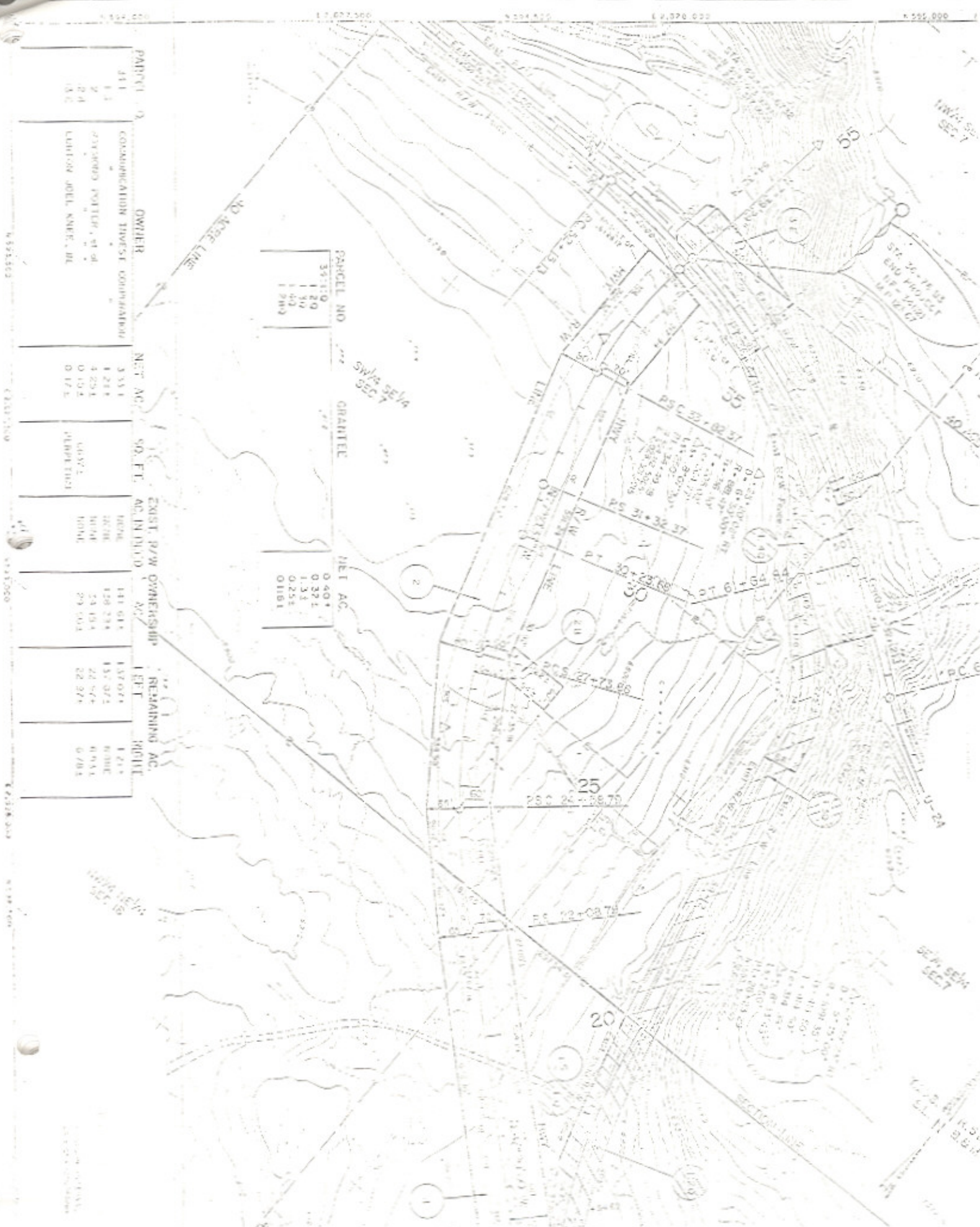
WITNESS my hand and official seal the date in this certificate first above written.

My Commission Expires: 5-5-96
Notary Public

Prepared by JWM 5/12/92



NOTARY PUBLIC
Shirley J. Iverson
4601 South 2700 West
Salt Lake City, Utah 84119
My Commission Expires
May 6, 1996
STATE OF UTAH



PARCEL NO.	OWNER	NET AC.	SQ. FT.	EXIST. P/W OWNERSHIP AC.	REMAINING AC.
1	COMMUNICATION TRUST COMPANY	3.55	122,700	141.61	1.57
2	OTISBRO FORTER, JR.	1.21	42,700	126.74	1.57
3	LEONARD JOEL NURE, JR.	4.29	149,100	24.14	2.27
4		0.17	5,900	2.27	0.70

PARCEL NO.	GRANTEE	NET AC.
1		0.40
2		0.32
3		1.31
4		0.25
5		0.16

0.40+
0.32±
1.3±
0.25±
0.1161

	60°C	70°C
PDBE	1.97(0.1)	1.2(±)
DDBE	1.57(0.1)	nONE
NDBE	2.2(0.4)	6.9(±)
PURBETURAL	22.3(4)	8.78(±)

P.C. 12-62.63
P.C. 13-25.17

$\Delta = 15.05, 30.17$
 $D = 5.15, 0.0$
 $R = 1091.35$
 $T_s = 269.83$
 $T = 269.83$
 $L_0 = 37.46$
 $\Delta_s = 6.33, 45$
 $L_s = 2.60$
 $P_1 = 12.45, 00$
 $N = 592.276, 56.825$
 $A = 2.026, 0.01637$

UTAH DEPARTMENT OF TRANSPORTATION

* SUMMARY OF "Q" DEEDS

Sheet

Location: JCT. OF U-12 & U-24 EAST OF TORREY R/W Index (F.A. Project of States Route No.): NF-3

[illegible]

Prepared by: DMR 12/29/93

Checked by: EJK 12/29/93

MACROS:

QUIT CLAIM DEED

Bet.Stas. 14+20 & 16+00

Northeasterly side of highway.

WAYNE County

Parcel No. 34:1:2BQ

Project No. NF-34(12)

UDOT, Grantor,

A tract of land situate in the NE~~1~~NE~~1~~ of Section 18, T.29 S., R.5 E., S.L.B.& M. The boundaries of said tract of land are described as follows:

Beginning at a point in the northeasterly right of way line of the former highway State Route 12 (referred to as County Road No. 361 per deed of record, Entry No. 101660, Book 123, Page 64 recorded May 20, 1977), which point is approximately 821 ft. S.89°53'W. and 377 ft. S.0°07'E. from the Northeast corner of said Section 18, T.29 S., R.5 E., S.L.B.& M.; and running thence S.42°40'W. 59 ft., more or less, to a point in the northeasterly "Right of way Line: of said Project NF-34(12); thence S.48°12'E. 174 ft., more or less, along said northeasterly right of way line to a point in the northeasterly right of way line of said former State Route 12; thence Northwesterly 183 ft., more or less, along said northeasterly right of way line of said former State Route 12 to the point of beginning.

The above described tract of land contains 0.118 acre, more or less.

Together with and subject to any and all easements, rights-of-way and restrictions appearing of record or enforceable in law and equity.

Junkyards, as defined in 23 United States Code, Section 136, shall not be established or maintained on the above described tract of land.

Prepared by DMR 12/29/93
Checked by EJK 12/29/93

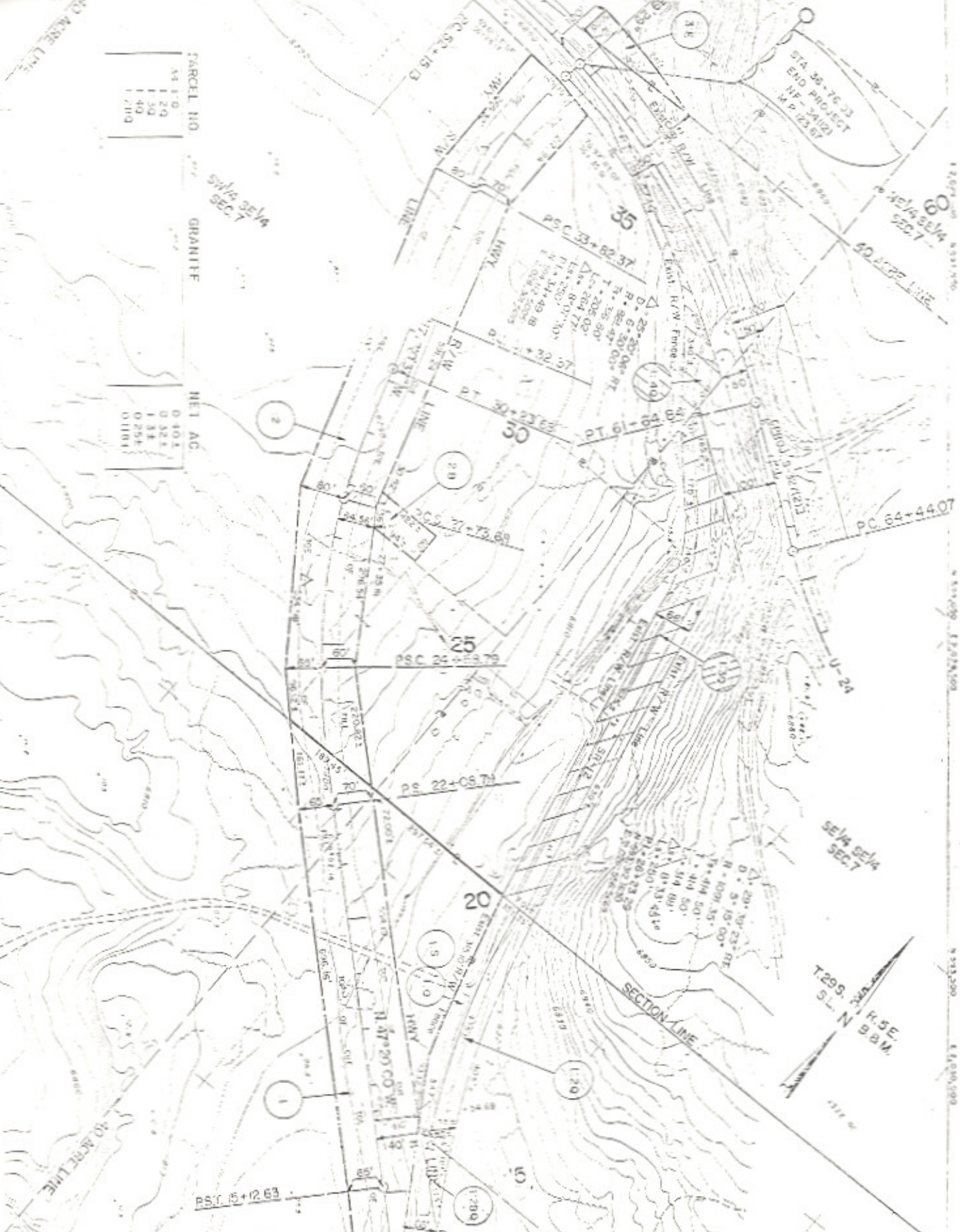
Typed by JRP 12/30/93
Proofread by KHK & EJK 1/3/94

OWNER
DIRECTOR OF HIGHWAYS
STATE OF CALIFORNIA

NET AC.	SO. FT.	EAST. R/W OWNERSHIP	LEFT	RIGHT
3.531		AC IN DED.		
1.215		AC	137.07	1.215
4.946		AC	137.07	NO AC
		AC	22.974	6.051

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215



OWNER
DIRECTOR OF HIGHWAYS
STATE OF CALIFORNIA

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

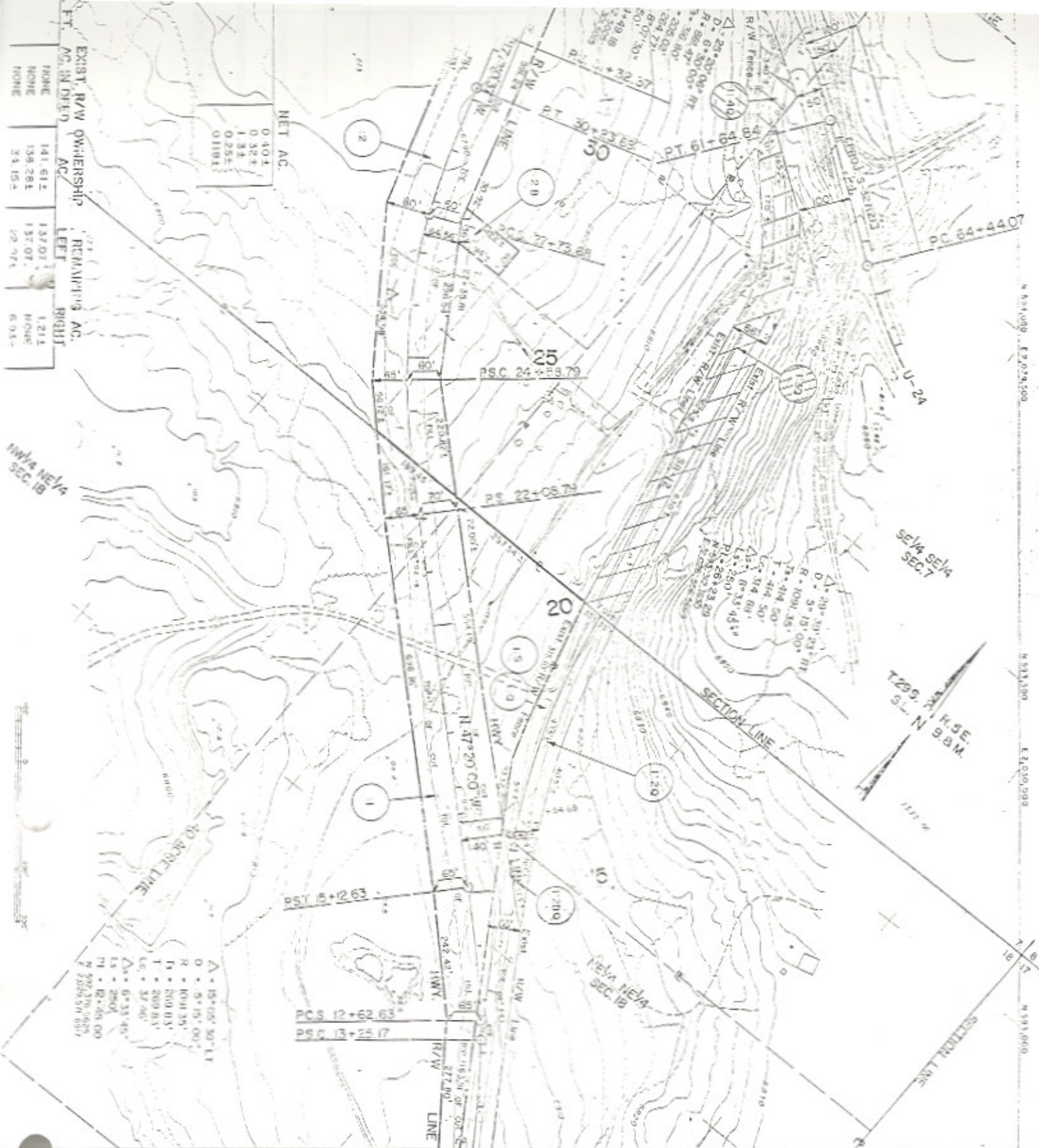
NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215

NET AC. 3.531
SO. FT. 137.07
EAST. R/W OWNERSHIP 1.215
LEFT 137.07
RIGHT 1.215



JUNCTION OF SR-12 & SR-24		UTAH DEPARTMENT OF TRANSPORTATION			
EAST OF TORREY					
RIGHT OF WAY PLANS					
NET AC. 0.404		JGH 6-99		REVIEW	
0.324		JLC 6-99		DATE 12-30-99	
1.34					
0.254					
0.081					

UTAH DEPARTMENT OF TRANSPORTATION

* SUMMARY OF "Q" DEEDS

Sheet

Location: JCT. OF U-12 & U-24 EAST OF TORREY R/W Index (F.A. Project or State Route No.): NF-3A

[illegible]

Prepared by: DMR 12/29/93

Checked by: EJK 12/29/93

MACROS:

QUIT CLAIM DEED

Bet.Stas. 14+20 & 16+00
Northeasterly side of highway.

WAYNE County

Parcel No. 34:1:2BQ
Project No. NF-34(12)

UDOT, Grantor,

A tract of land situate in the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 18, T.29 S., R.5 E., S.L.B.& M. The boundaries of said tract of land are described as follows:

Beginning at a point in the northeasterly right of way line of the former highway State Route 12 (referred to as County Road No. 361 per deed of record, Entry No. 101660, Book 123, Page 64 recorded May 20, 1977), which point is approximately 821 ft. S.89°53'W. and 377 ft. S.0°07'E. from the Northeast corner of said Section 18, T.29 S., R.5 E., S.L.B.& M.; and running thence S.42°40'W. 59 ft., more or less, to a point in the northeasterly "Right of way Line: of said Project NF-34(12); thence S.48°12'E. 174 ft., more or less, along said northeasterly right of way line to a point in the northeasterly right of way line of said former State Route 12; thence Northwesterly 183 ft., more or less, along said northeasterly right of way line of said former State Route 12 to the point of beginning.

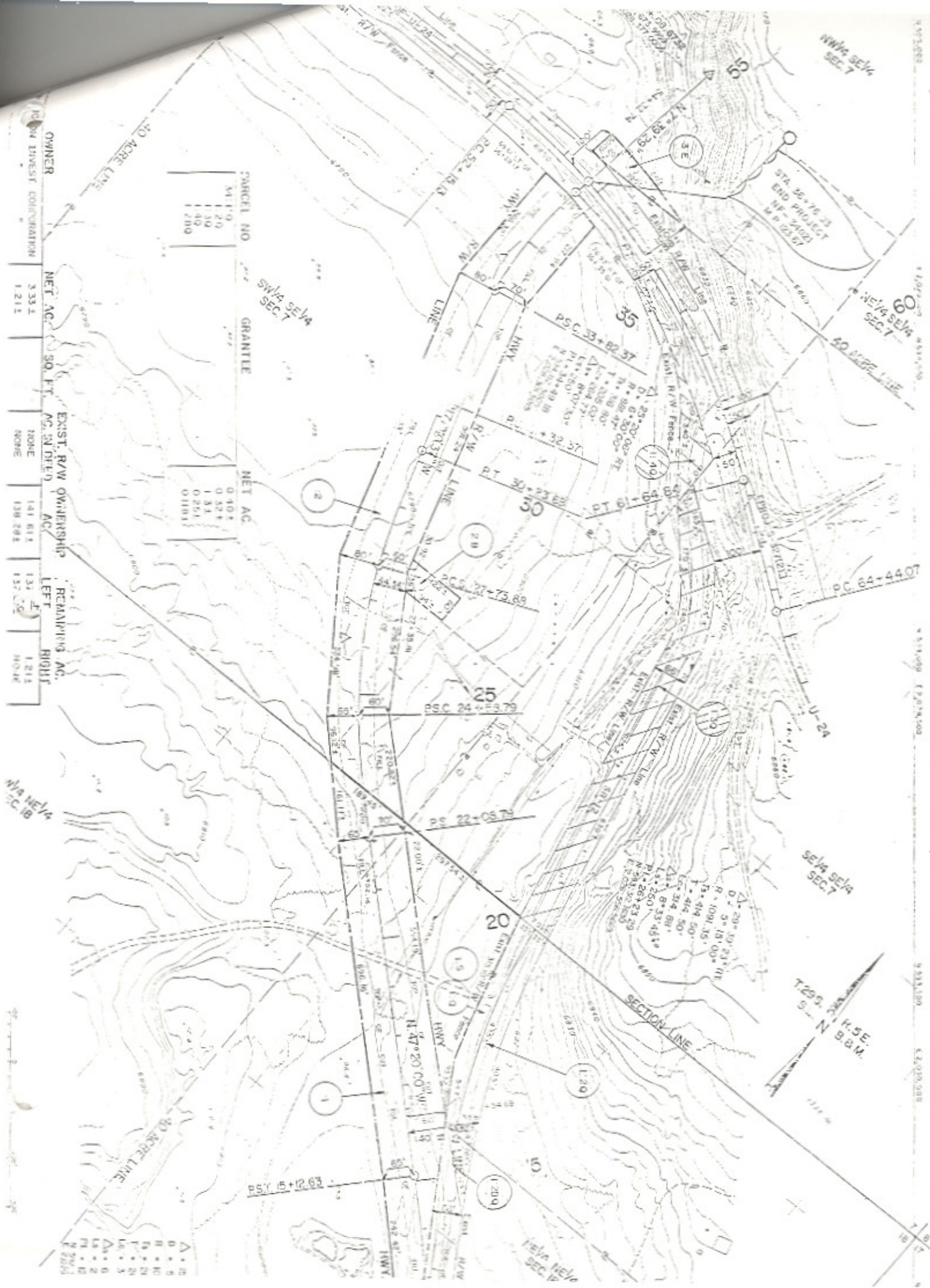
The above described tract of land contains 0.118 acre, more or less.

Together with and subject to any and all easements, rights-of-way and restrictions appearing of record or enforceable in law and equity.

Junkyards, as defined in 23 United States Code, Section 136, shall not be established or maintained on the above described tract of land.

Prepared by DMR 12/29/93
Checked by EJK 12/29/93

Typed by JRP 12/30/93
Proofread by KHK & EJK 1/3/94



OWNER INVEST CORPORATION			
NET AC.	30. FT.	EXIST. R/W OWNERSHIP	REMAINING AC.
1.211		AC. IN DED.	LEFT RIGHT
		AC.	
		141.614	137.702
		130.284	121.1
		137.702	121.1
		137.702	121.1

PARTIAL NO.	GRANT	NET AC.
1.211		0.104
1.210		0.524
1.190		1.314
1.180		0.251
1.170		0.104

OWNER	NET AC.	30. FT.	EXIST. R/W OWNERSHIP	REMAINING AC.
OWNER INVEST CORPORATION	1.211		AC. IN DED.	LEFT RIGHT
			AC.	
			141.614	137.702
			130.284	121.1
			137.702	121.1
			137.702	121.1

1.211
 1.210
 1.190
 1.180
 1.170
 1.160
 1.150
 1.140
 1.130
 1.120
 1.110
 1.100
 1.090
 1.080
 1.070
 1.060
 1.050
 1.040
 1.030
 1.020
 1.010
 1.000
 0.990
 0.980
 0.970
 0.960
 0.950
 0.940
 0.930
 0.920
 0.910
 0.900
 0.890
 0.880
 0.870
 0.860
 0.850
 0.840
 0.830
 0.820
 0.810
 0.800
 0.790
 0.780
 0.770
 0.760
 0.750
 0.740
 0.730
 0.720
 0.710
 0.700
 0.690
 0.680
 0.670
 0.660
 0.650
 0.640
 0.630
 0.620
 0.610
 0.600
 0.590
 0.580
 0.570
 0.560
 0.550
 0.540
 0.530
 0.520
 0.510
 0.500
 0.490
 0.480
 0.470
 0.460
 0.450
 0.440
 0.430
 0.420
 0.410
 0.400
 0.390
 0.380
 0.370
 0.360
 0.350
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 0.330
 0.320
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 0.300
 0.290
 0.280
 0.270
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 0.250
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 0.230
 0.220
 0.210
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 0.190
 0.180
 0.170
 0.160
 0.150
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 0.130
 0.120
 0.110
 0.100
 0.090
 0.080
 0.070
 0.060
 0.050
 0.040
 0.030
 0.020
 0.010
 0.000

* SUMMARY OF "Q" DEEDS

Sheet

Location: JCT. OF U-12 & U-24 EAST OF TORREY

R/W Index (F.A. Project or State Route No.): NF-34

[illegible]

Prepared by: DMR 12/29/93

Checked by: EJK 12/29/93

MACROS:

QUIT CLAIM DEED

Bet.Stas. 14+20 & 16+00
Northeasterly side of highway. WAYNE County

Parcel No. 34:1:2BQ
Project No. NF-34(12)

UDOT, Grantor,

A tract of land situate in the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 18, T.29 S., R.5 E., S.L.B.& M. The boundaries of said tract of land are described as follows:

Beginning at a point in the northeasterly right of way line of the former highway State Route 12 (referred to as County Road No. 361 per deed of record, Entry No. 101660, Book 123, Page 64 recorded May 20, 1977), which point is approximately 821 ft. S.89°53'W. and 377 ft. S.0°07'E. from the Northeast corner of said Section 18, T.29 S., R.5 E., S.L.B.& M.; and running thence S.42°40'W. 59 ft., more or less, to a point in the northeasterly "Right of way Line: of said Project NF-34(12); thence S.48°12'E. 174 ft., more or less, along said northeasterly right of way line to a point in the northeasterly right of way line of said former State Route 12; thence Northwesterly 183 ft., more or less, along said northeasterly right of way line of said former State Route 12 to the point of beginning.

The above described tract of land contains 0.118 acre, more or less.

Together with and subject to any and all easements, rights-of-way and restrictions appearing of record or enforceable in law and equity.

Junkyards, as defined in 23 United States Code, Section 136, shall not be established or maintained on the above described tract of land.

Prepared by DMR 12/29/93
Checked by EJK 12/29/93

Typed by JRP 12/30/93
Proofread by KHK & EJK 1/3/94

